

# AUTOCAR

FIRST FOR CAR NEWS AND REVIEWS

SCOOP

# NEW GRAND EVOQUE

**REVEALED** Land Rover's best seller gets a bigger brother



AUTOCAR  
IMAGE

haymarket 15>  
9 771355 829172

**Hydrogen Toyota rated**  
Quirky, but fuel cell tech is a winner



**Citroën's Disco Sport**  
Cactus looks for hybrid crossover



**SEAT'S SUV DRIVEN**  
Not on sale 'til 2020, but we've tried it



**Electric race car tested**  
Is Formula E much fun? We find out

**PLUS** New York show latest



**PLUS** New York show latest

Like a car. But better.



Fuel consumption figures mpg (litres/100km) and CO<sub>2</sub> emissions (g/km), Audi A3 Sportback e-tron: Urban: N/A, Extra Urban: N/A, Combined/ test results: one when the battery is fully charged and the other when the battery is discharged. The two test results are a weighted average, 1.4 TFSI petrol engine generating electricity. Standard EU Laboratory Test figures are for comparative purposes between vehicles and may not

Audi  
Vorsprung durch Technik



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The A3 Sportback e-tron is the first of our plug-in hybrid cars. Unlike other hybrids where a lot of effort has been made to make the car look different, e-tron has been designed to make a difference. On the one hand, it can deliver up to 176.6mpg and only emit 37g/km of CO<sub>2</sub>. On the other, it will deliver all the performance you'd expect from an Audi. In fact, What Car? have already named it Electric Car of the Year 2015, so the judges seem to agree that the A3 Sportback e-tron is indeed like a car, but better.

**The new Audi A3 Sportback e-tron.**



**WHATCAR?**  
**Car of the**  
**Year 2015**  
Best electric car

weighted: 176.6 mpg (1.6 litre/100km). CO<sub>2</sub> emissions: 37g/km. The 'Combined/weighted' fuel consumption CO<sub>2</sub> figures calculated from two taking into account mileage range on battery power only, providing a figure in a variety of charge conditions. Extended range achieved by reflect real driving results. Images for illustration purposes.

**HDD sat nav.**  
Short for hard disk drive  
satellite navigation system.

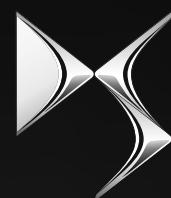
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\*Prices and offers apply to qualifying DS 3 Dsign PureTech 82 manual when ordered and delivered between 01/04/15 and 30/06/15 and includes VAT, delivery to dealer, number plates, Government First Registration Fee and 12 months' graduated vehicle excise duty. Model Shown: DS 3 DSport Plus OTR price £20,095. Initial customer rental £4,611.72; followed by 46 monthly rentals of £249 optional final rental £8,515. Lowest and highest Elect 4 Personal Lease examples are based on DS 3 PureTech 82 manual Dsign and DS 3 BlueHDi 120 6 speed manual Ultra Prestige respectively. Initial customer rental £3,127.84 – £6,169.66; followed by 46 monthly rentals of £149 – £259; optional final rental £5,645 – £9,947. Annual mileage 6,000. Charges may apply if annual mileage is exceeded. Payment of the optional final rental extends the rental term (this does not transfer title of the vehicle) and requires an annual rental equivalent to one month's rental.

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[www.driveDS.co.uk](http://www.driveDS.co.uk)

Citroën Aircross: chunky, funky SUV concept shows the way forward for the French car maker



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Range Rover 'Evoque Plus' uncovered



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Hilton Holloway, p30



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Third-gen Kia Sorento under the road test microscope





I want more gadgets  
than you can shake  
a USB stick at.  
**#SR7**

11:40 PM



## NEW SR<sup>7</sup> RANGE



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Fuel consumption figures in mpg (l/100km) for the New Kia cee'd 'SR7' special edition are: Urban 33.6 (8.4) – 52.3 (5.4), Extra Urban 58.9 (4.8) – 74.3 (3.8), Combined 46.3 (6.1) – 65.7 (4.3). CO<sub>2</sub> emissions are 143 – 114 g/km. MPG figures are official EU test figures for comparative purposes and may not reflect real driving results. Model shown: New cee'd 'SR7' special edition 1.4 98bhp 6-speed manual £14,650 including £1,000 customer saving. Non offer price £15,650. Customer savings vary by model derivative. Specification is subject to change without notice. Price correct at time of going to press. Log onto kia.co.uk/sr7 for full details. 7 year / 100,000 mile manufacturer's warranty, for terms and exclusions visit www.kia.co.uk. Offer not available with any other offer. Retail sales only. Subject to availability on vehicles registered between 01/04/2015 and 30/06/2015. Finance subject to status. Terms and conditions apply. 18's or over. Guarantee/indeemnity may be required. 10% minimum deposit. Further charges may be made subject to the condition or mileage of the vehicle. Excess mileage charge 14.9p per mile. **You will not own the vehicle until all payments are made.** 25, 31 or 37 month term. At the end of the agreement there are 3 options: (i) Renew: Part exchange the vehicle. (ii) Retain: Pay the Optional Final Payment to own the vehicle or (iii) Return the vehicle. Kia Motors Finance RH1 1SR.

# THIS WEEK

Seat 20V20 will split opinion and it isn't alone in that



## Get ready to love them or hate them

**THIS ISSUE CONTAINS** a glut of new cars about which only one thing is certain: they will polarise opinion. And that's exactly what their makers intend.

To paraphrase Oscar Wilde, there's only one thing worse than being talked about, and that's not being talked about, and convention-challenging machines such as the Citroën Aircross and Seat 20V20 provide compelling evidence that manufacturers appreciate the perils of occupying the anonymous middle ground.

Granted, both the Aircross and 20V20 are concepts, but they reflect their makers' desires to be bold and inventive with their future production models.

And although the looks of the Toyota Mirai fuel cell car aren't to everyone's taste, the Japanese manufacturer is daring to be different. It's a significant move for a company that has churned out some particularly insipid designs in the past.



Rather than trying to please everyone, car makers are striking out in bold, eye-catching but potentially divisive directions, which can only be good news for the car buyer.

**MATT BURT HEAD OF CONTENT**

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## AUTOCAR

### AUTOCAR.CO.UK THIS WEEK'S TOP FIVE

#### NEWS

#### New York motor show

All the best pictures from this week's US show



#### BLOG

#### Andrew Frankel

What the Boxster Spyder says about Porsche



#### NEWS

#### Vauxhall Astra

Spy shots show new hatch in final testing



#### NEWS

#### Goodwood FoS

Dates, attractions and star cars announced for Festival of Speed 2015



#### REVIEW

#### Ford Fiesta ST3 CP3

Collins Performance boosts ST to 270bhp



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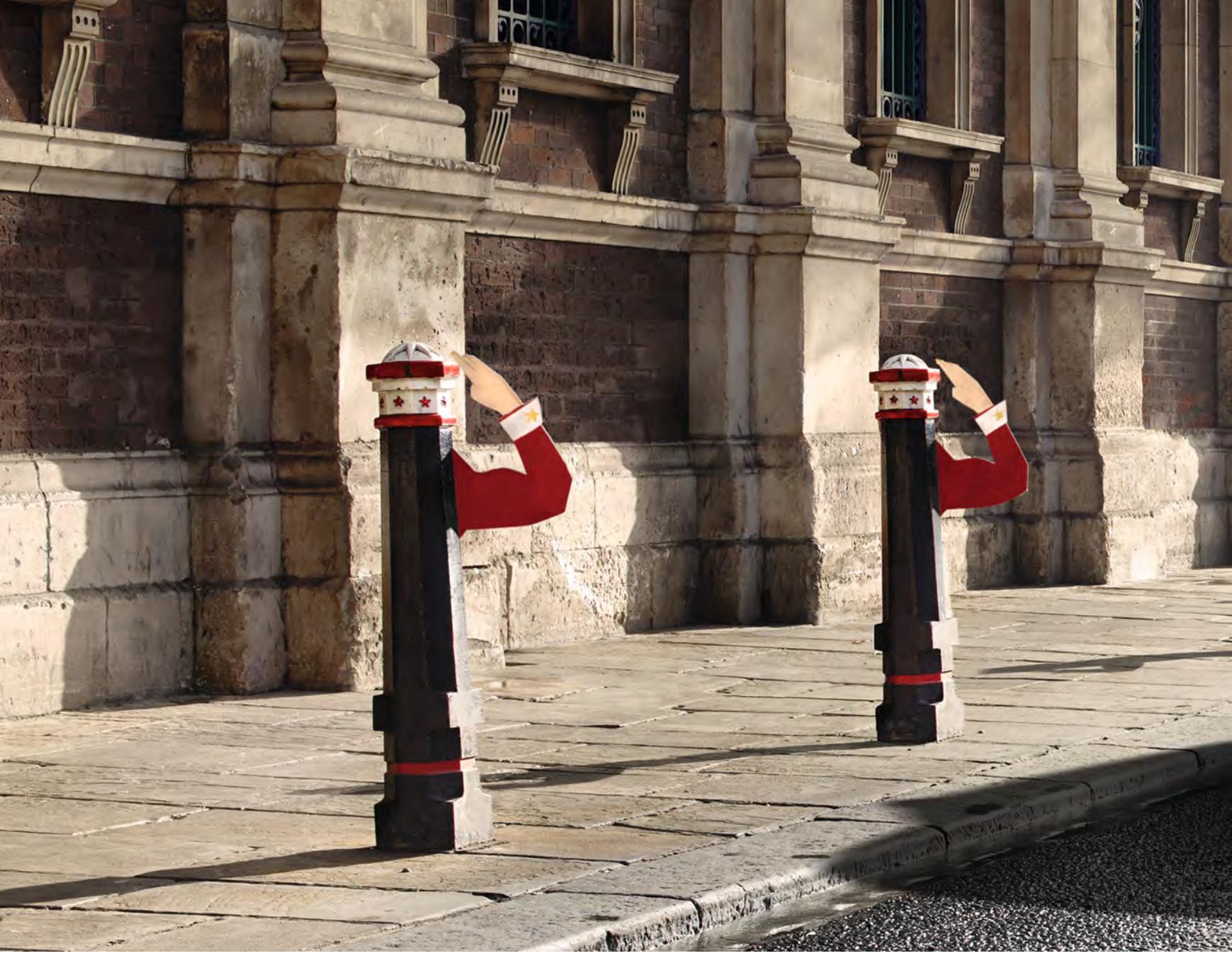


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New Generation i20

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Fuel consumption in MPG (l/100km) for New Generation i20 range: Urban 30.7 (9.2) – 80.7 (3.5), Extra Urban 53.3 for comparative purposes and may not reflect all driving results. Model shown: New Generation i20 Premium SE 1.2 at £15,220 Visit [www.hyundai.co.uk/owning](http://www.hyundai.co.uk/owning) or ask your local dealer.



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(5.3) – 94.2 (3.0), Combined 42.2 (6.7) – 88.3 (3.2), CO<sub>2</sub> Emissions 155–84g/km. These official EU test figures are to be used as a guide OTR including Mandarin Orange pearl paint at £495. \*On the road price of £10,695 applies to i20 S 1.2 petrol manual. 5 Year Unlimited Mileage Warranty terms and exclusions apply.

# THIS WEEK

News to share? Call 020 8267 5782/Fax 020 8267 5783



## Bigger 'Evoque Plus'

■ Stretched luxury crossover to slot between Evoque and Range Rover Sport ■ Priced from

Range Rover's all-new fourth model line – the 'missing link' between the compact Evoque and the Range Rover Sport – is finally on test in the UK ahead of an expected unveiling at the end of 2016.

The as yet unnamed car has been spotted on British roads in recent weeks wearing what looks like a stretched Evoque body and a fully mocked-up nose and radiator intake.

Autocar understands that

the 'Evoque Plus' is the sister car to Jaguar's upcoming F-Pace crossover, although it has a longer wheelbase and is expected to offer the option of a seven-seat layout.

The new car is expected to be priced between £40,000 and £65,000, depending on the specification. Entry-level models will be powered by turbocharged versions of the four-cylinder Ingenium petrol and diesel engines. All-wheel drive is expected to

be standard and the top-end models will get V6 engines.

Last year, Land Rover design chief Gerry McGovern first hinted that the company was working on expanding the Range Rover brand with what he described as "incredibly luxurious, low-slung" Range Rovers.

The suggestion was that such a model would be more biased towards on-road performance but would still be capable of cross-country

**SPY SHOT**  
RANGE ROVER  
EVOQUE PLUS





# due in 2016

£40k-£65k ■ Seven seats ■ Electric powertrain option

driving thanks to height-adjustable air suspension and a range of electronic traction control systems.

This new Range Rover is not just about filling a gap in the brand's line-up, though. It will also further stretch the idea of what the Range Rover brand can do in the future.

Currently, the flagship model is about luxury, the Sport is about on-road dynamics and the Evoque is a compact SUV suitable for cities. The new

Evoque Plus will stretch the brand towards the crossover market – more of a mix between estate and SUV.

The stretched wheelbase will endow the car with exceptional rear leg room and luggage space and it should also open up the possibility of a third row of seats for children.

The lower roofline and road-biased set-up – imagine a lighter, more agile Range Rover Sport – should allow the new car to appeal across traditional

boundaries and attract buyers who might have chosen a high-performance estate.

McGovern's hints of incredible luxury suggest that Land Rover product planners might even have an eye on the luxury saloon car market. A higher-than-normal seating position, particularly for rear-seat passengers, could be sold as an advance on the low-set seats of a conventional limo.

It also gives Range Rover a potentially high-margin →

## You heard it here first

IN NOVEMBER 2012, Autocar first broke the news of the aggressive and ambitious momentum that Land Rover was putting into its product line-up.

In total, we foresaw 16 models in its future across three distinct strands: luxury (Range Rover); leisure (Discovery/Freelander) and dual-purpose (Defender).

Range Rover was integral to the plan. We predicted a six-strong product line-up. In addition to the Range Rover, Range Rover Sport and Evoque, among the cars we foresaw was the Evoque Cabriolet, since confirmed for production, and the 'Evoque Plus' you see here, which now looks likely to follow it to the market.

The sixth model we predicted was a sub-compact SUV, the so-called 'baby' Evoque, an entry-level vehicle that is believed to be gathering momentum internally at Land Rover.

## The 16 models in Land Rover

- |  |   |
|--|---|
| <b>LUXURY Range Rover</b>  | <b>LEISURE Discovery/Freelander</b>   |
| 1 RANGE ROVER New flagship, with potential £155k-plus pricing. Long-wheelbase version of latest model. Available due in 2016                       | 1 DISCOVERY New model to replace the current model. Top model is a new two-model Discovery range. Based on Range Rover Sport's all-new architecture, with a choice of V6 or V8 engines. Rivals include the Ford Everest and Toyota Fortuner |
| 2 RANGE ROVER SPORT Widger looks alloy polished and has a higher roofline with 5+2 seating. On sale in 2013  | 2 DISCOVERY Sport Replacement for today's Discovery. A more rugged than its crossover sibling, based on the same platform as the Discovery Sport. Rivals include the Ford Kuga and Toyota Rav4  |
| 3 RANGE ROVER EVOQUE X. Stands between Sport and Evoque. Tipped to use alloy platforms   | 3 FREELANDER SUPER SEVEN-SEATER Based on new scalloped steel platform, which it shares with the Evoque. Bigger and US-friendly  |
| 4 RANGE ROVER EVOQUE CABRIOLET. Company's biggest ever convertible. About 105,000 units this year.   | 4 FREELANDER SUPER FIVE-SEATER Slicker styling, based on the Super Seven. Rivals include the Ford Kuga and Toyota Rav4  |
| 5 RANGE ROVER BABY EVOQUE. Details not known. McGovern wants to build it. Rated as an oxidised Bet for production, but would be 4-6m long if made. | 5 FREELANDER SUPER BABY Same size as the Evoque. Styling-led design   |



SPY SHOT  
RANGE ROVER  
EVOQUE PLUS

◀ vehicle that is less conspicuous than either the flagship model or the Sport, the visual bulk of both of which might prove a turn-off to some potential customers.

This suggestion is supported by sales of the compact Evoque. It was originally expected to sell about 35,000 units each year but streaked to sales of 125,000 units, increasing sales in three consecutive years.

If the Evoque Plus can pull off a similar trick, it would become the brand's second biggest-selling model. Sales could crack 50,000 per year.

A version of this new model is also expected to become Range Rover's first full electric vehicle, using the same battery-electric powertrain as the F-Pace EV.

Jaguar Land Rover engineering chief Wolfgang Zeibart dropped a big hint about these two EV projects last year when he spoke to an

industry newspaper about his view of a potential pure electric vehicle.

Zeibart said the market for EVs was split into inner-city vehicles and the sector he saw as offering potential for JLR: a "second or third car for a wealthy family".

He suggested that any EV would have to be about the size of a Jaguar XJ and aimed at the US and China.

The first zero-local-emissions Range Rover is expected to have a range of nearly 300 miles in ideal conditions. The suggested road-biased adjustable air spring set-up of the planned Evoque Plus would allow an EV version to run at a lower ride height at motorway speeds, which should improve aerodynamics and stretch the range from the battery pack.

The EV model will be aimed at high-end metropolitan markets, such as New York, southern California, Hong

Kong, Shanghai and Beijing.

This upmarket EV is likely to be priced at a significant premium over petrol and diesel models, possibly £85,000 and above. It will be seen as a direct rival to the upcoming Tesla Model X SUV.

The new car also fits neatly into JLR's production plans for its Solihull plant. Because it is based on the same basic aluminium structure as the F-Pace and the Jaguar XE saloon, the Evoque Plus will be built on the same line.

Having three models on the same line, launched at different times, should allow JLR to keep the production line running at high capacity, which is essential for maximum profitability.

Solihull's second aluminium structure production line will also eventually build three models: the current Range Rover and Range Rover Sport and the upcoming replacement for the Land Rover Discovery.

HILTON HOLLOWAY



## Range Rovers do the business for JLR

ACCORDING TO OFFICIAL figures, Jaguar Land Rover enjoyed a healthy global sales increase in 2014.

Combined sales of Jaguar and Land Rover totalled 462,678 units, which was up 9% from the 425,006 of 2013.

Jaguar shifted 81,570 units, a rise of 6%, for which the brand could thank a 2% lift in XF sales, despite the model being at the end of its life. Sales of the now-defunct XK coupé also rose, by 4%.

But the big winner was the F-Type, which shifted a very healthy 11,506 units, 80% up on 2013.

Meanwhile, Land Rover sales rose by 9% to 381,108 units. The Evoque just about retained its record of growing sales every year by

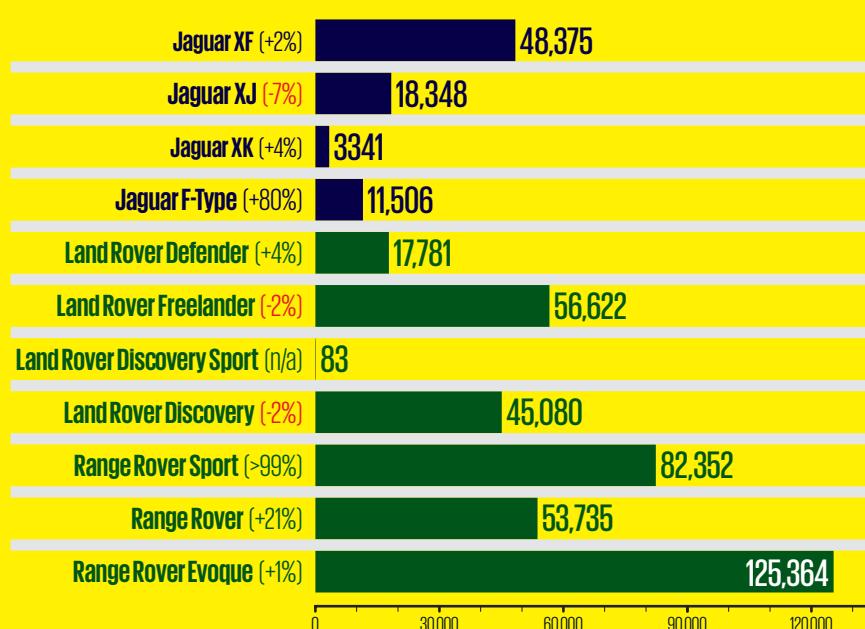
notching up 125,364 sales, an increase of 1%.

The Defender rose by 4% to 17,781 units, and the Discovery dropped by 2% to a still healthy 45,080 sales.

But what's really putting the cash into the JLR coffers is the remarkable performance of the two flagship models. Sales of the Range Rover leapt by 21% to 53,735 units – impressive for a car in its second full year on sale.

However, the Range Rover Sport is the group's money printer; 82,352 were sold in 2014. Moreover, Autocar has heard that the average transaction price of a Sport sale exceeds £80,000. No wonder JLR's earnings before tax show an industry-leading margin of more than 18%.

## How the sales stack up – calendar year 2014



AUTOCAR  
IMAGE





#### PRODUCTION FOCUS

Exaggerated width, wheels and tyres aside, there are likely to be few changes when the car makes production. The 'Air Signs' (chrome-finished signatures framing the rear window) and 'Air Curtains' (intakes at the front of the car) are both functional devices that enhance aerodynamics.



#### CHANGING FACES

As on the Cactus, the thin headlights link to the Citroën logo. The design is described as a hallmark that will appear on every car Citroën makes, but the area below will change according to bodystyle. On the Aircross, the 'mouth' of the car is more open than on the Cactus, emphasising its width.

# Citroën hints at Land Rover

Aircross concept previews a new family of crossovers and bolder looks for all future Citroën models

This Citroën Aircross concept car points the way to a new family of crossovers for the brand, as well as demonstrating how the radical looks of the C4 Cactus will be adapted for use on every Citroën by 2020.

The Aircross's production intent is emphasised by the fact that it sits on the EMP2 scalable platform, which underpins all of PSA Peugeot Citroën's mid to large offerings. The concept car is 4.58m long, 2.1m wide and 1.8m tall. That makes it close to a Land Rover Discovery Sport in all dimensions but width – a criterion concept car designers like to exaggerate the most.

It is thought that the looks could be adapted for a family of crossovers, ranging from a Mini Countryman rival to a larger, seven-seat SUV. With Cactus sales described as encouraging and Citroën eager to establish its own identity among PSA's DS and Peugeot brands, Citroën boss Linda

Jackson is keen to accelerate the roll-out of the new look over the next five years.

"We need to go back to what we were always good at: design," said Jackson, who cited the 2CV, CX and SM as examples of previous daring Citroën creations. "That was complemented by an emphasis on comfort over sportiness, spaciousness and a charisma that made the owner feel at home. We want those qualities back."

Jackson believes that the move will make Citroëns more instantly recognisable and provoke buyers to either love or hate the cars. "It's no good being everybody's third choice. You end up having to use discounts to persuade buyers to choose your vehicles, and at that point you don't have a sustainable business," she said.

"It will take time, but it is certain that the next generation of Citroëns will be a leap forward for us. If we want stand-out cars, then we have to be bold."

The Aircross is powered by a plug-in hybrid drivetrain. An electric motor producing 95bhp and 148lb ft is located on the rear axle and is combined with a front-mounted 1.6-litre petrol engine developing 218bhp and 203lb ft.

The electric motor is fuelled by a lithium ion battery pack that can be recharged in three and a half hours via a domestic socket. The car has a claimed all-electric range of 31 miles for urban routes and switches between the electric motor and internal combustion engine for journeys that call for regular acceleration and deceleration. On the motorway, the petrol engine is used exclusively.

The Aircross also features a boost function that calls on the combined 313bhp of the electric motor and petrol engine when the driver accelerates heavily. This allows a 0-62mph time of 4.5sec. CO<sub>2</sub> emissions are rated at 39g/km and fuel economy 166mpg.

**JIM HOLDER**

#### Q&A ALEXANDRE MALVAL, HEAD OF CITROËN DESIGN

##### What are Citroën's design philosophies?

"We want to highlight function and show it off. We won't design anything for show. It must have a real use. We want a simplicity about our cars, but one that brings a feelgood factor to the owner. And, no, simple doesn't mean budget..."



##### Is the rounded exterior another Citroën hallmark?

"Yes. We don't want our cars to be aggressive in any way. The German brands are all about creating a presence by using sharp, angry creases and bold lines. We want a serenity, and that means rounded curves, simple volumes and the confidence to show off technical details rather than try to hide them behind design."

##### Can that be extended to all Citroëns?

"If we choose to, why not? We have a history through the CX, SM and more for doing things our own way. It is time to rediscover that self-confidence again. We want our cars to

be friendly, quirky and even cosy. Making rounded edges work from every angle, and with all the reflections from natural light, is not easy, but I hope we have achieved it."



# er rival



## AIRBUMPS EVOLVE

Set low to emphasise the car's bolder SUV stance, the 'Alloy Bumps' are made of honeycomb aluminium castings surrounded by hard rubber. Production versions are unlikely to be so intricate or weighty, but they show how the Airbump concept will evolve for different vehicle types.



## NOT JUST CHROME

Citroën is bucking trends set by German premium makers. As a result, there are few chrome accents in the cabin. Materials here include Teflon coating and brushed aluminium, which are durable but tactile. Citroën refers to 'sofa spirit', meaning an interior that's both inviting and comfortable.

## USE OF COLOUR

The first concepts were painted white, then grey, but managers demanded something bolder – hence the orange-red exterior and vibrant interior. Inside, above the shoulder line, the seat covers are brightly coloured; below, the colours are more neutral to focus on the functionality of the cabin.



New XF: on sale late this year, from £32,300

# Jaguar plans hat trick for 2015

The new XF is one of three Jaguars, including the F-Pace crossover, that will be launched this year

**T**he new XF executive saloon is the second of three all-new Jaguars we'll see this year, the company has confirmed. The Mk2 XF follows the launch of the smaller XE and precedes the unveiling of the F-Pace crossover at the Frankfurt motor show in September.

Global brand director Steven de Ploey confirmed to Autocar that the F-Pace would go on sale next year after its autumn launch and the

model would be very close in appearance to the earlier C-X17 crossover concept.

De Ploey said the F-Pace had the potential to become the best-selling model in the Jaguar range, a title for which it would vie with the XE. "It's entering a segment that's growing fast globally," he said.

The F-Pace will bring a totally new customer base to Jaguar, de Ploey added, and it presented "a tremendous opportunity to tap into

younger buyers", as well as more female buyers.

"It's a once-in-a-lifetime opportunity to sell something to a completely new audience," de Ploey said.

The F-Pace is the first of what could eventually grow to be a family of crossovers. De Ploey said the firm's relationship with Land Rover allowed it to go "left or right, up or down" in terms of further models in the crossover segments. However, he also

said it was not confirmed that the range would grow and investigations were ongoing.

Any future Jaguar crossover would need to have the two key Jaguar attributes of dynamic performance and design, de Ploey added.

Even if Jaguar's crossover range grows, de Ploey doesn't believe the brand will compete with Land Rover, because they attract such disparate buyers. "Jaguar is the ultimate on road and Land Rover is the ultimate



off road," he said. "We've done the research and the cross-shopping is minimal. People go into the showroom and go either left or right."

**MARK TISSHAW**

## New Kia Optima is bigger, lighter and stiffer



Optima saloon on sale this year; estate due in second half of 2016

THE NEW KIA Optima saloon made its debut at the New York motor show and will go on sale later this year.

This Optima is the fourth generation of the large saloon and is marginally longer, taller and wider than the previous version, while the wheelbase has been stretched by 25mm.

Kia says this allows for increased passenger space and luggage room, although the company has not yet revealed precise figures.

The new Optima is stiffer than the outgoing version, with more than

50% of the body made from high-strength steel. Other advances on the Optima include a higher ratio of carbonfibre-reinforced plastic, which is designed to reduce weight.

The car on display in New York is the US-specific model, which will be built in Georgia in the US. However, the car heading to the UK will be built in South Korea.

The sole engine choice is most likely to be the 1.7-litre diesel unit from the current car. However, the advancements in weight reduction, and other

tweaks, are likely to bring CO<sub>2</sub> emissions down from the 122-126g/km of the outgoing model.

UK trim levels will be announced closer to the Optima's UK on-sale date, which is due to be towards the end of this year.

The Optima estate, which was previewed by the Sportspace concept at the Geneva motor show in March, is set to be revealed later this year, with a debut likely at the Frankfurt motor show in September. The estate is expected to go on sale in the second half of next year.



New RX will offer petrol-only and hybrid options

## OUR SHOW STARS



### JAGUAR XF

The XF could have been a 'difficult second album', given that it's the first of the new era of Jaguars to have been replaced. It is no revolution at first glance, but dig deeper and there is a solid improvement of an already desirable theme. MT



### LINCOLN CONTINENTAL

This concept is a world away from the sharp-edged homages to the classic 1961 Continental that marked previous bids to reinvent the brand. It's a lush and heavily chromed attempt to reflect first-class travel. HH



### MCLAREN 570S

Never mind the carbonfibre tub, styling, power-to-weight ratio and flip-up doors: this car makes the Porsche 911 Turbo and Lamborghini Huracán look way overpriced. RB



### PORSCHE BOXSTER SPYDER

Further proof that Porsche hasn't forgotten the cars upon which its reputation was built. In both adding power while significantly reducing weight, the Spyder is actually purer in concept than the Cayman GT4. Surely a GT4 version of this car isn't too far away? AF

# Lexus applies edgy looks to new RX

**THE FOURTH-GENERATION**  
Lexus RX will go on sale in the UK towards the end of this year.

The new SUV is marginally longer, wider and taller than the current car. Lexus has also added visual elements that bring the RX into line with its current family look. In particular, a large spindle grille dominates the front end.

Inside, a 12.3in infotainment screen features alongside a new head-up display and a panoramic sunroof. Lexus

says that thanks to the extended wheelbase, which is 50mm longer than before, the new RX offers more interior space than today's model.

Engine options include a 3.5-litre petrol V6 with about 300bhp, mated to a new eight-speed automatic transmission.

The RX's current hybrid powertrain has been retuned and features a 3.5-litre V6 engine mated to an electric motor. Total output from the system will also be about

300bhp. Lexus says both powertrain options have been tuned to return high fuel economy and low CO<sub>2</sub> emissions. All RX models are four-wheel drive.

Lexus says the new RX's structure is stiffer than before and the car should offer "drastically improved" handling responses.

F Sport versions of the RX get new mesh for the grille and front bumper, bespoke alloy wheel designs and a different

instrument cluster. They also get steering wheel-mounted shift paddles.

The F Sport has a new active stabiliser system, which helps to keep the car level through corners, as well as variable adaptive suspension. Drivers can select a new Sport S+ mode inside, too.

The RX is a big seller for Lexus, accounting for three out of every 10 vehicles the brand has sold in its 26-year history.

DARREN MOSS

# Cadillac begins bold global bid with CT6

**THE FLAGSHIP CADILLAC CT6**, a rival to the Mercedes-Benz S-Class, has been revealed at the New York motor show.

The lightweight luxury saloon is one of eight new cars that Cadillac will launch by the end of 2020 as part of a \$12 billion (£8bn) investment. The CT6 is tipped to reach the UK early next year.

Described by Cadillac boss Johan de Nysschen as "a technological masterpiece", the CT6 is expected to take a central role in the rebuilding of the brand globally as it moves to break free of predominantly

US sales and crack the Asian and European markets.

De Nysschen said: "We have until 2020 to get our product offering in shape for a European launch, and that means starting at the top and building credibility and establishing a reputation for cutting-edge technology."

In addition, de Nysschen has targeted the creation of a wider SUV and crossover line-up, topped by the Escalade, and the creation of an Audi A3-rivalling saloon that will be rear-wheel drive, he confirmed.

Although Cadillac has



High-tech CT6 luxury saloon is due to hit the UK early next year

only 46 dealers in Europe, de Nysschen hopes technology and a new approach could help the firm to establish European sales without a full network.

Having previously worked at Audi and Infiniti, de Nysschen suggested establishing Cadillac as a global premium brand could take more than 20 years.

## FORD FOCUS RS

The new Ford Focus RS got its North American debut in New York. For the first time, it is being sold as a global car and the US-spec model has the performance to match the European version. Detail changes include new lights and wheels.



## £150K RANGE ROVER

Land Rover design chief Gerry McGovern claims the new Range Rover SV Autobiography uses "the most expensive materials and finishes" in the industry. He compares the rear cabin of the £148,900 model to that of first-class air travel.



# McLaren product assault continues

First two Sports Series coupé models will be joined by a 570S Spider, an all-new bodystyle and a hotter LT variant

**M**cLaren has announced UK pricing for the first of its new Sports Series models and revealed that the 570S will be joined by a cheaper, less powerful 540C (for Club) variant.

The 570S, on sale from October, will start at £143,250, while the 540C will be £126,000 when it goes on sale next March.

McLaren Automotive boss Mike Flewitt said of the 540C: "We want to make this car as attainable as we can." The 540C has 533bhp, whereas the 570S has 562bhp.

Flewitt acknowledged that the superficial similarity of the 570S to the 650S will mean the company must explain the differences between the two.

He said: "You get active aerodynamics, a proactive chassis, more power and more torque [with the 650S]. But the 650S is actually more

compromised because it's a lighter, smaller, tighter package. It will sell to people who appreciate what's there, like the advanced chassis system. The 570S is heavier and bigger. It's not a smaller car, but a smaller-priced car."

With the introduction of the Sports Series, McLaren now offers three model lines. The middle one is the Super Series (650S and 675LT) and the top tier is the Ultimate Series (P1 and P1 GTR).

The 540C will be followed



by a third Sports Series model that is likely to be unveiled at the Geneva show next March.

"The next Sports Series model will surprise you," said Flewitt. "The first body variation will not be a 570S Spider. It has a unique bodystyle that some inside McLaren think is even more beautiful than the coupé."

Flewitt would not be drawn on the detail, but it's reckoned to enhance the car's day-to-day usability in some way.

However, there will be a 570S Spider and a higher-performance LT model, as there is with the 675LT.

"The [Sports Series] LT may not be a limited edition," said Flewitt, in contrast to the now sold-out 500-strong run of the 675LT. "A limited edition was exactly right for the 675LT. It's sold out and it's doing wonders for the brand."

RICHARD BREMNER



## Subaru BRZ gets 330bhp and full STI treatment

SUBARU SHOCKED THE New York motor show by unveiling the STI Performance Concept. Although the concept appears to show a hotter version of the BRZ sports car, it is understood that no plans exist to put the model into production.

Company officials suggested a hotter BRZ won't be made because the car's differential and gearbox would need to be upgraded to match a more highly tuned version of its boxer engine.

The STI Performance Concept gets about 330bhp from its race-derived 2.0-litre four-cylinder boxer engine. The standard BRZ, by comparison, has 197bhp from its boxer unit.

The concept's styling is dominated by its fixed rear wing and is presented in matt satin blue paintwork.

The concept hints at a raft of new innovations from within Subaru's STI performance

division, with more STI-badged variants, performance components and motorsport activities all on the cards.

Many of the STI Performance Concept's additions, such as its upgraded suspension components, aerodynamic bodywork and flush door handles, could become accessories or upgrades offered by the STI division.

Subaru said the concept is designed to show how the STI name could grow and evolve in the US market. The move to grow the STI brand forms part of Subaru's 'Prominence 2020' plan, which was announced in May last year.

The plan calls for sustainable growth from Subaru, with the brand's owner, Fuji Heavy Industries, setting out a vision of "being a high-quality company that is not big in size but has distinctive strengths".

DARREN MOSS



Subaru says this concept is about boosting the image of its STI division but it will not enter production



New £143k 570S has been joined by a £126k 540C



#### Q&A MCLAREN BOSS MIKE FLEWITT

**What can we expect from the next generation of McLaren models?**

"The next new car won't look like the 570S. We're a design company and we need to move on."

#### What technology do you expect for the next generation?

"Hybrid power is coming, with more control through software. The next P1 will be a significant technical step forward. I don't know exactly what, but it could be software, batteries that are more power dense and lighter, and aerodynamics will continue to develop. We're still learning. We want more weight out to compensate for hybridisation – 1200kg would be my dream. But it will be 2023 before the P1 gets a successor."

#### Will there be more divergence in the types of models with the next generation?

"We've got to think hard about that. We don't want to compromise the driving experience. As I say, hybridisation will come. There are lots of benefits, but it's also expensive and heavy. Will it always be about two seats? Or is that too much of a compromise? We want to be the best that we can be in our small niche; 4000 cars is a very good volume to function on, and there's enough demand for what we do."

## Confidential

JAGUAR HAS HAD more than half a million people configure XEs on its website. That's about one in 10 of all visitors. Of those, it has about 150,000 people ready to order, according to global brand director Steven de Ploey, and interest is comparable with that of Land Rover's Discovery Sport, a model with a much wider potential customer base.

IMPROVEMENTS IN THE economic viability of parts and tooling for carbonfibre could allow it to become a construction tool for architectures in the future, according to Jaguar vehicle line director Ian Hoban. It currently only makes financial sense for manufacturers to build about 3000 units of a particular vehicle, Hoban said.

AUDI BOSS RUPERT Stadler has ruled out a sub-brand similar to BMW's i models, emphasising that Audi's alternative-fuel vehicles would form part of its mainstream model line-up. He also ruled out allowing Audis to be used for car-sharing schemes, because those vehicles "soon become dirty and battered and that is not a premium experience for a driver".

THE MINI CLUBMAN concept from the 2014 Geneva motor show was "very close to production" in its look, according to design chief Anders Warming. He said the production model would be seen in the coming months.



Civic concept hints at the look of the next generation



MERCEDES-BENZ HAS confirmed that it will put a small series of its gloriously unhinged G63 AMG 4x4<sup>2</sup> into production. Effectively a G63 AMG 6x6 less one axle, it has that car's outrageous ground clearance and massive tracks. Power comes from a 416bhp 4.0-litre V8. No clues about price or timing were forthcoming.

## UK TO BUILD NEXT-GEN CIVIC

Honda's Swindon manufacturing plant has been boosted by the confirmation that the next generation of the five-door hatchback will remain in production there – and it will be exported to North America for the first time.

A Civic concept car at the New York motor show offered design clues to the next-generation Civic range, which will be more globally aligned in the future.

Coupé and saloon versions of the Civic in North America will be joined by the British-built hatchback. The next-generation range, due next year at the very earliest, will also include a future Type R version.

## VW BEETLE CONCEPTS

Four Volkswagen Beetle concepts were revealed at the New York show, including one that previews an R-line edition. The other concepts were the Cabriolet Denim, the surf-inspired Wave convertible and the Pink Edition.



## LINCOLN CONTINENTAL

The Lincoln Continental concept provides strong clues to the US firm's new range-topping saloon, due to go on sale next year. It will rival luxury saloons such as the Mercedes-Benz S-Class and is powered by a 3.0-litre EcoBoost V6.





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Boxster Spyder has a 3.8-litre engine, like the Cayman GT4



# Boxster Spyder GT4 planned

Cayman GT4's success inspires Porsche to look at giving the new Boxster Spyder the full GT treatment

**P**orsche is considering building a GT4 version of the new Boxster Spyder. Spurred by demand for the Cayman GT4 exceeding all its internal predictions, a senior source at the company said, "We are looking at it right now. Much of the engineering has already been done for the

Cayman, so we think this might be a good direction for us."

A GT4 Boxster Spyder would most likely adopt the hardware seen in its Cayman equivalent. The Spyder already shares that car's 3.8-litre engine but lacks its GT3-derived fully adjustable front suspension and bespoke rear suspension. It would also

gain full GT3-specification brakes in place of the 911 discs on the Spyder, plus the Cayman GT4's aerodynamic package.

Porsche would need to watch its pricing because, at £60,459, the Spyder is already close to the £64,451 asked for the Cayman GT4, higher in its model hierarchy.

In the meantime, Grant Larson, the chief designer of the Boxster Spyder, has revealed more details on how the Spyder shed 30kg relative to the Boxster GTS, despite its bigger 3.8-litre engine.

Savings included 1kg by fitting sports seats, the same again from the car's largely

manual roof arrangement and 9kg from deleting air-con. In total, 55kg was saved, from which items including bigger brakes (12kg) and wheels (2kg) can be deducted.

Meanwhile, Porsche says the success of the GT4 makes an RS version more likely.

**ANDREW FRANKEL**

# VW Camper van may return with electric power

**THE CLASSIC VOLKSWAGEN Camper could be revived as a battery-electric vehicle, according to company board member Heinz-Jakob Neusser.**

Speaking at the New York show, Neusser revealed that VW engineers and designers were working on a new Camper concept using a small electric motor driving the front wheels, and battery packs stored under the floor.

Neusser told Autocar that the design of the original

VW van was "so iconic" that any attempt at a new model would have to have three "very important" design cues: "First, the wide, solid, D-pillar; second, the boxy design of the centre section and, third, the front end must have a very short overhang. The distance from the A-pillar to the front end must be very short."

The key to achieving the unique front-end design is the fact that an electric motor would allow a much

lower bonnet line than a conventional petrol engine. This, in turn, would allow the A-pillars to be placed much farther forward than in a conventional MPV.

Neusser said that with an attractive cost base, such a car could make it into production. Work on the concept was currently ongoing at VW, he confirmed.

VW has previously experimented with bringing back the classic Camper with the 2011 Bulli concept (right).



## BMW i8 'RUNAWAY SUCCESS'

The BMW i8 sports car is a runaway success, with more than 1700 sold in the past six months, says marketing boss Ian Robertson. It is so successful that used examples have been selling for at least £20,000 over list, he said.



## NEXT-GEN A8 TO BE SELF-DRIVE

Audi's first autonomous car will be the next-generation A8. It is now not due before late 2017 because, say insiders, Audi has been stretched to the limit designing the new electronic architecture that will support "piloted driving".





# GLC Coupé targets BMW X4

Mercedes-Benz previews rakish new C-Class-based coupé SUV that's likely to go on sale in 2017

The production version of the Mercedes-Benz GLC Coupé has been previewed for the first time in this official sketch. A car described by Mercedes as a "near production-standard study" will be shown at the Shanghai motor show later this month. Mercedes says the GLC

Coupé, which will be based on the new C-Class platform, aims to transform the GLE Coupé's four-door coupé SUV styling into a smaller format. It also says the styling of the Shanghai car will preview the look of future Mercedes SUVs.

The preview sketch suggests that the car in Shanghai will

bear a strong resemblance to the testing mule for the standard GLC, which was spied earlier this year, with a wide grille and a large, centrally positioned Mercedes badge.

With its rakish liftback styling, the mid-sized GLC Coupé will be a rival to the likes of the BMW X4. There

is no release date just yet, but it is not expected to go on sale until 2017.

The engine line-up for the GLC Coupé is expected to mirror that of the standard GLC, which is set to come with a selection of petrol and diesel powerplants. There is also the chance of a plug-in hybrid

powertrain, which is due in the GLC next year.

The standard GLC is set to be launched before the GLC Coupé, with the five-door model set to go on sale in the UK later this summer. It will be built at Mercedes' factories in Germany, the US and China.

**TOM WEBSTER**

## More space and more tech for all-new Ford Galaxy



THE ALL-NEW Ford Galaxy has been unveiled prior to going on sale this summer. Taking styling cues from the smaller S-Max, the seven-seat Galaxy uses Ford's new front-end design with a prominent grille and slim headlights.

Inside, Ford has replaced the instrument cluster with a customisable 10in display. Second and third-row passengers benefit from more headroom than before, while rearmost passengers get armrest storage, cupholders

and temperature adjustment.

Both the second and third-row seats can be folded flat via a button on the centre console. The boot has also been enhanced with an extra 20 litres of storage under the floor.

Ford's rival for the Volkswagen Sharan and Seat Alhambra is based on the global C/D platform that also underpins the latest Mondeo. Like that car, the Galaxy gets integral link rear suspension, which, according to Ford, "delivers improved impact

absorption for a smoother ride and reduced noise levels".

Diesel engines include a twin-turbo 2.0 TDCi unit with 207bhp. The same engine will also be available in single-turbo form with 118bhp, 148bhp and 178bhp outputs. Petrol options include a 158bhp 1.5-litre Ecoboost unit and a 237bhp 2.0 Ecoboost. Ford claims fuel economy and CO<sub>2</sub> emissions are improved across the range.

The new model is expected to raise the current entry-level price of £25,670.

### RAV4 HYBRID HERE NEXT YEAR

The facelifted Toyota RAV4 line-up will include a new hybrid version, which will join the updated range early next year. The rest of the range will reach the UK in December, offering new styling, an upgraded cabin and more safety tech.



### SIMPLE WAY INTO A CITROËN

Citroën is set to roll out its Simply Drive pay-as-you-go scheme in the UK for the C4 Cactus this year. The scheme, piloted in France, means car owners pay a monthly all-in fee for everything except fuel. It has been a big hit with customers.



# Power boost for revised A45 AMG

SPY SHOT

MERCEDES A45 AMG



**THE FACELIFTED MERCEDES-Benz A45 AMG** is set to be the most powerful hatch in its class when it goes on sale, and the revised car has been spied testing for the first time.

The test mule suggests that the majority of changes are at the front of the car. Mercedes is believed to be striking a clearer definition between the A45 and lesser A-Class models, which can be specified to look like the more powerful version. The headlights and grille are revised, while the front bumper has a redesigned lip and reshaped air intakes. The rear gets a more modest overhaul, with new tail-light graphics and tweaks to the bumper.

AMG is planning a significant power upgrade for the A45 AMG. The Audi RS3 is currently the most powerful compact hatchback, but AMG boss Tobias Moers revealed that the refreshed A45 "will be the most powerful again".

This revision could see the A45's power leap from 355bhp to as much as 375bhp, beating the RS3's 362bhp.



## New Novo concept hints at Kia's future

KIA HAS PREVIEWED the styling of its future models with the Novo concept at the Seoul motor show. The car features Kia's 'tiger nose' grille and a low, aggressive stance, and sits on 20in wheels.

Inside, the Novo's minimalist design has a digital instrument cluster in front of the driver, while elements of the infotainment system can be controlled through a touch-sensitive pad that includes a fingerprint scanner. Kia says the scanner can be used to store individual driver presets.

The Novo has seating for four with leather sports seats.

Power comes from a 1.6-litre turbocharged petrol engine, with drive sent to the front wheels via a seven-speed dual-clutch automatic transmission.

Hinting that the Novo could be more than a concept, Kia says it has a history "of delivering production vehicles that bear a strong resemblance to concept vehicles that precede them. The Novo concept provides a glimpse into Kia's plans for its future compact car line-up."



Tester's Notes

# Matt Prior



McLaren's 570S could be the ideal everyday sports car

**A**m I alone in feeling warmer towards the McLaren 570S, the company's new, entry-level Sports Series car, than I am to McLaren's bigger motors, the 650S and 675LT?

I say 'bigger', but it's not size that separates McLaren's new car from its existing ones. The 570S is lower-tech; it doesn't get the linked hydraulic suspension and active aero you'll find on the 650S and 675LT Super Series cars, and it has aluminium panels, not composite ones, clothing its carbonfibre tub.

But the most notable things are horsepower and cost. The 570S develops fewer horses and requires less money. And those attributes are why, I think, I'm more naturally inclined to feel a bit gooey towards it.

This is idle conjecture of the sort that's the specialism of this column, you understand, but obtaining 562bhp from the 570S's twin-turbo 3.8-litre V8 feels to me like an easier, more

**Make a car less powerful and at once you make it more accessible and more usable**

responsive and less boosy job than squeezing 641bhp from the same-capacity unit in the 650S.

Turbocharging has seemingly joined death and taxes as an inevitability in life, and new turbocharged engines are becoming ever more responsive. But, as a rule, the lower the boost, the shorter the lag time. And I like the idea of that.

Then there's the cost. Not that it matters to me, because I'm no more likely to walk on Mars than I am to amass the £143,000 I'd need to buy a 570S, but there's



McLaren's inherent usability was evident in the original MP4-12C

no conjecture in knowing it's easier to find £143,000 than £200,000-plus.

And I think less powerful, more affordable cars are a better fit with the times. We've said it before on these pages and will no doubt be saying it again, but make a car less powerful and at once you make its performance more accessible and the car more usable.

Certainly, more affordability and usability seem like a good fit with McLaren. One of the nice things about a 650S is that it's an easy, comfortable car to drive – more so than its Ferrari or Lamborghini counterparts. If you're spending nearly a quarter of a million quid on a supercar, though, there's an argument that you might not want it to be usable, just spectacular.

At Porsche 911 Turbo, Audi R8 or Aston Martin DB9 money, which is where the 570S will find itself, I think the way people use sports cars is different from how they use raw, old-school supercars. I think there is an expectation that these are cars you could use daily, and that plays to some of the strengths that have been evident in McLaren's cars since it first launched the MP4-12C.

Since that car, McLaren's range has hopped about a little, almost nervously. But if the 570S does what it should, I get the feeling that finally, confidently, it will have planted its feet.

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**Go Further**



A Week In Cars

# Steve Cropley



Hyundai i20 does all the ordinary stuff perfectly

**MONDAY**

Curious cruise to the Midlands in what, at first, seemed Europe's ideal car, the Hyundai i20. It's big enough for a growing family, small enough for the city, simple to own and operate, beautifully built, protected by a better warranty than most first owners will ever need and entirely invisible to car thieves and motorway cops. In short, it's ideal for the many people who are a bit apprehensive about car ownership and whose priority is to make a sensible buying decision about their next car and avoid shelling out to keep it going.

Which is why, after starting to like the i20, I soon became frustrated with it. It did all the ordinary stuff perfectly, but when it came to having a zesty top end to the engine, or having seats that support you in corners, or dampers that could cope with a bad section of the Fosse Way – or doing anything at all out of the ordinary – it wasn't at the races. The big fault I see is with Hyundai's philosophy. The company has built a huge and thriving business by being exceptionally ordinary. Driving the i20 is a bit like having a friend who could probably beat Usain Bolt over 100 metres – but chooses not

## I keep thinking about a car with the soul of an Alfa Romeo, built with Hyundai quality and logic

to try. In my frustration, I keep thinking about a car with the soul of an Alfa Romeo, built with Hyundai quality and logic. It'd be the best in the world.

**WEDNESDAY**

Jaguar Land Rover's latest excellent decision is to appoint Nick Rogers as engineering

chief across its two marques, surely one of the plum jobs in the entire world industry. Apart from being an exceptionally nice guy and the owner of a Land Rover Series 1, 47-year-old Rogers has worked at Land Rover for 31 years and his two most recent new models are the current Range Rover and Range Rover Sport. What more credentials could a bloke need?

**FRIDAY**

I'm on holiday this week, dogged by a problem that occurs often in modern cars: obtrusive road noise. The missus and I have tried several cars for parts of our sojourn. What we need, of course, is an SUV – but our long-term Range Rover Sport is away, singing for its supper. Everyone seems to have a different

Rogers is a good choice as JLR engineering chief



justification for owning one of these fundamentally heavy, bulky vehicles; we have five. The higher seats give a better view over the Cotswold walls where we live, cabin and load access is easy, there's a promise of longer suspension travel (hence a softer ride), and the high clearance and 4x4 get you home in snow or when parked in some farmer's boggy field. But the best advantage is low road noise. If cars had a legislated road noise quotient on their windscreens, as well as all the current CO<sub>2</sub> guff, it'd be a big step forward.

**SUNDAY**

As a lifelong F1 fan, attracted to the sport the day I first saw eight outrageous exhaust stacks on Graham Hill's 1962 championship-winning BRM

## And another thing...

**The government has just helped car owners by offering a £1500 grant to buyers of battery two-wheelers. Buy a scooter like our BMW C Evo and save your car money for something that's really capable out of town.**



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The Fabia's new sleek, contemporary look is enough to catch the attention of any passer-by. The eye catching design including LED lights is complemented by a range of intelligent features. The 530L boot space, a DAB radio, Bluetooth and Stop/start engine system means you'll be transfixed when you're in it too. But just don't take our word for it, the new Fabia has been named WhatCar? Car of the Year 2015. Visit your local ŠKODA retailer for a test drive.

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Available when purchased on Solutions Personal Contract Plan for New Fabia Estate based on a 36 month, 30,000 mile agreement. Retail Sales only.

Offer available for vehicles ordered by 31st March 2015 from participating retailers. Further charges may be payable if vehicle is returned. ^Up to 3

years/10,000 miles per annum (whichever comes first) when purchased on Solutions Personal Contract Plan. Excess mileage charges of 4.4p per mile apply. Offers are not available in conjunction with any other offer and may be varied or withdrawn at any time. Available to 18's and over. Subject to availability. Finance subject to status. Terms and conditions apply. Accurate at time of publication 03/2015. Freepost ŠKODA Finance.

Official fuel consumption for the Fabia range in mpg (litres/100km): Urban 46.3 (6.1) - 72.4 (3.9); Extra urban 67.3 (4.2) - 91.1 (3.1); Combined 58.9 (4.8) - 83.1 (3.4). CO<sub>2</sub> Range 110 - 88 g/km. Standard EU Test figures for comparative purposes and may not reflect real driving results.

ŠKODA



A white Škoda Fabia Estate is shown from a side-front angle, driving on a road under a concrete bridge. The car has a black roof bar and silver multi-spoke wheels. The license plate area says "Fabia Estate". The background consists of lush green trees and foliage.

[skoda.co.uk/newfabiaestate](http://skoda.co.uk/newfabiaestate)

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Boot space of 530 litres with seats up



Stop/Start engine system



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# FIRST DRIVES

This week's new cars

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# Toyota Mirai

**26.3.15, Nagoya, Japan** Series-production hydrogen fuel cell vehicle starts a new chapter for EVs

The Toyota Mirai (Japanese for 'future') is as eye-opening in real life as it appears in photographs. The root of this extraordinary look lies in the two large but very functional air intakes in the nose that feed the electric-powered saloon's fuel cell stack with oxygen.

This styling logic feeds through to the rear of the car, where the front intakes are echoed by huge rear light clusters that look like they might be extractors but aren't. The extended rear wheel arches, it seems, are meant to tie in with the huge frontal air intakes, relaying a sense of the air being sucked in and nothing but water being ejected from the tailpipe. Whichever way you look at it, it doesn't have the easy-on-the-eye futurism of the Honda FCX.

The interior is rather less extreme and in keeping with what you might expect from a fuel cell vehicle. The surface quality of the plastics seems rather higher than you find in the

hybrid Prius and the large central touchscreen feels right when you are seated in the car, even if it looks odd in photographs.

Under the skin, the Mirai has a very unusual layout. It's a pretty big car (4.9 metres long and 1.82m wide) and is fairly typical in that it is front-wheel drive with MacPherson struts up front and double wishbones at the rear. But that's where similarities with conventional cars end.

In the engine bay is an electric motor, mounted transversely, with the power control unit sitting on top of it. A new, compact fuel cell stack sits under the front seats and the fuel cell booster is attached to its forward end, in effect sitting between the front seats. The fuel cell stack is a matter of great pride for Toyota engineers. Compared with the company's previous attempt in 2008, the new unit is claimed to have more than double the specific output (3.1kW per litre versus 1.4) and is a fraction over 50% lighter.

The fuel cell stack uses an all-new '3D mesh' cell design, which, in simple terms, clears the waste water away from its surface, allowing the flow of oxygen to the catalyst layer to be improved. The stack can start in temperatures as low as -30deg C and is said to have the same lifespan as a conventional internal combustion engine.

**The fuel cell stack has more than double the specific output of the firm's previous attempt**

## It can power your home's electrics, too

THE TOYOTA MIRAI can supply a home with electricity during a power cut. In a country prone to natural disasters such as Japan, such occurrences are relatively common.

Toyota can supply a VH2 DC-AC power supply unit, which can be connected to a property's electrical system. This draws up to 9kW from the Mirai's fuel cell stack and uses it to power the home's lighting, TV, fridge and air-con for at least two days if the hydrogen tanks are full.





Mirai drives with the same smoothness as any rival EV, but its low-slung weight brings a little more agility into the mix than you might expect



Plastics feel of a higher grade than in a Prius and the central touchscreen is well sited; electric motor is mounted transversely in the car's nose

One hydrogen tank is mounted under the rear seat and the other is behind the rear seat. A nickel-metal hydride battery pack sits on top of the second tank. Underneath, the car has a full-length undertray, something made possible by the absence of a hot engine and exhaust pipe.

When you look at a cutaway picture of the Mirai, it's clear that an

awful lot of tech has been packaged in what is a pretty conventional structure. However, even though the rear overhang isn't ridiculously long, the amount of boot space is more than a token effort.

As you might expect with an EV, there's not much more to do than press the starter button and push the short lever into drive... and the car hums away. Which, for a keen driver, is the problem with many electric cars. Unsurprisingly, they have a similar character to each other, with smooth, almost silent powertrains, a substantial chunk of torque from standstill and pretty brisk acceleration up to around 50-60mph. It's not that these cars are characterless but more that they are surprisingly similar to each other to drive.

The Mirai is no different. On the brief drive that we had in a production version of the car, it was everything mentioned above. It did, perhaps, feel its weight a little (the

torque and power figures are on the low side for a car weighing more than 1.8 tonnes) but it felt properly pinned down and rode well on smooth-surfaced Japanese roads.

The low-down weight (the Mirai is well balanced front to rear) does give the car a little bit more agility than you might expect and it is keener to respond to inputs at the steering wheel as well.

Taken as a large, front-drive saloon, the Mirai would be nothing more than competent. But it is a huge technological achievement: a practical, usable, series-production fuel cell vehicle. It will be launched in Europe this September and first-year production has already been hiked from 400 to 700 units. Toyota expects to sell 3000 examples in 2017. It is a small start for the long-promised hydrogen revolution. But the energy density of the gas and ability to refuel quickly means this technology has much going for it.

HILTON HOLLOWAY



Intakes direct oxygen to the fuel cells



### TOYOTA MIRAI

A technological marvel that shows Japan is ahead of the game in production fuel cell technology



<b>Price</b>	£56,000 (est)
<b>Engine</b>	AC electric generator
<b>Fuel cell</b>	Polymer electrolyte, 3.1kW/l output
<b>Power</b>	153bhp
<b>Torque</b>	247lb ft
<b>Gearbox</b>	Single speed
<b>Kerb weight</b>	1850kg
<b>Top speed</b>	111mph
<b>0-62mph</b>	9.6sec
<b>Range</b>	300 miles
<b>CO<sub>2</sub>/tax band</b>	Zero at tailpipe, 5%



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# Ford Fiesta ST3 CP3

**26.3.15, Surrey** Aftermarket kit turns up the wick of our favourite junior hot hatch to 270bhp

The Fiesta ST CP3 is a chance for fans of Ford's superb hot supermini either to wince and shake their heads in disapproval or sit up straight and take notice, depending on how they like their hot hatches. We were all ears when Mountune announced it was hiking the ST's power from 180bhp to 212bhp back in 2013. For 2015, Collins Performance has raised the bar somewhat. Its ST, in this state, produces 270bhp and 265lb ft.

This represents the third tier of Collins Performance's ST upgrade packages. A Mongoose exhaust, Airtec intercooler, ITG induction system, CPE turbocharger and revised ECU mapping are your rewards for choosing to laugh in the face of tiers one and two. And the cost? A full £2965, including fitting and a discount for letting Collins Performance keep your old turbo. Our car was also fitted with the firm's Dynamic Chassis upgrade, which swaps the ST's standard front

wishbone and rear beam bushes for stiffer ones and costs a further £440.

The CP3 Fiesta is noticeably more aggressive from the moment you press the Collins Performance-branded starter button. Pulling away reveals two things. First, Collins Performance hasn't messed with the gearbox, which is a very good thing. Second, and less appealing, is the amount of vibration sent through the cabin by the exhaust as the car pulls out of low revs. Around town, it's a matter of persevering with them, but you'll probably forget them out on the open road. Flooring the throttle is followed by a second or two of the new turbo whistling into life before the front wheels and traction control begin some serious negotiation.

However, power and torque delivery is progressive enough to ensure that traction wins the day, the steering wheel doesn't squirm uncontrollably in your hands and performance is hold-on-tight quick.

Some of the figures we recorded

tell the story. The CP3 Fiesta was 1.4sec quicker over 30-50mph and 1.8sec quicker 50-70mph in fifth than the standard ST. We also managed to fire it from zero to 60mph in 5.9sec – a second quicker than the standard car.

Of course, just like the standard ST, stamping on the power too early mid-corner causes the front to run wide, only more dramatically so. But this is just as easily remedied by lifting off, listening to the turbo exhale with a hiss, feeling the back wheels inch out and tucking the front wheels back on course.

Collins Performance found that the CP3 pack made the ST's standard chassis snappier at the rear than usual but, if anything, we think the front end has lost just a hint of its urgency with the Dynamic Chassis upgrade's stiffer bushes.

The CP3 comes as standard with a CP-branded starter button, bootlid sticker and engine cover but, thankfully, not the side stripes on

the exterior; they're another £120.

Bear in mind, too, that Collins Performance packages aren't recognised officially by Ford, so fitment of one will invalidate your manufacturer warranty, although Collins Performance will sell you a third-party warranty.

To keep costs down, Collins Performance will also sell the upgrades as parts for you to fit yourself. Either way, it's a pricier prospect than Mountune's MP 215 upgrade, but it's a fair one, given its more advanced mechanicals and subsequent performance figures.

We still think the Fiesta ST is best in its standard state, but this is a truly entertaining way to spice things up.  
**RORY WHITE**

## FORD FIESTA ST3 CP3

We wouldn't void the warranty on a standard Fiesta ST, but this CP3 upgrade is potent and usable



<b>Price</b>	£22,360 (£2965 for the pack, fitted)
<b>Engine</b>	4 cyls, 1596cc, turbo, petrol
<b>Power</b>	270bhp at 6250rpm
<b>Torque</b>	265lb ft at 3400rpm
<b>Gearbox</b>	6-spd manual
<b>Kerb weight</b>	na
<b>Top speed</b>	na
<b>0-60mph</b>	5.9sec (tested)
<b>Economy</b>	na
<b>CO<sub>2</sub>/tax band</b>	na



Cabin is virtually unchanged from standard; the front can run wide, but a lift of the throttle allows the rear to help you correct it



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997 CARRERA PDK » 368 BHP  
997 CARRERA GTS » 435 BHP  
997 GT3 UP » 436 BHP  
BOXSTER 3.4S » 336+ BHP  
CAYMAN S » 342 BHP  
CAYENNE GTS » 440 BHP  
CAYENNE TURBO 4.5 » 565+ BHP  
CAYENNE TURBO 4.8 » 578+ BHP  
CAYENNE TURBO S 4.8 » 600+ BHP  
CAYENNE 4.2 DIESEL » 450+ BHP  
CAYENNE DIESEL » 300+ BHP  
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SL65 AMG » 690 BHP (+DE-LIMIT)  
'55' AMG KOMPRESSOR » 580+BHP  
C63 AMG » 530+BHP (+DE-LIMIT)  
SL63 AMG » 560+BHP (+DE-LIMIT)  
RE-MAP & LOWER ABC SUSPENSION)  
CL600 Bi-TURBO » 580+ BHP  
SLK55 AMG » 389 BHP (+DE-LIMIT)  
SLK 350 » 328 BHP  
220 CDi ALL MODELS » 210+ BHP  
250 CDi ALL MODELS » 259+ BHP  
320 CDi V6 » 274 BHP  
350 CDi V6 » 312 BHP  
420 /450 CDi V8 » 358 BHP

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M5 V10 » 548+ BHP (205 MPH)  
X5M / X6M » 618 BHP  
1M » 411+ BHP  
M3 E90/92 » 445 BHP (+DE-LIMIT)  
M3 E46 » 370 BHP (+DE-LIMIT)  
F10 520D » 221 BHP  
F10 530D » 296 BHP  
F10 535D » 358 BHP  
335i/135i/X6 » 370+ BHP (+DE-LIMIT)  
123D » 252 BHP  
330D E90 » 296+ BHP  
320D E90 » 215 BHP  
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# Kia Venga 1.4 CRDi SR7

**1.4.15, Surrey** Mini-MPV gains revised looks and more standard kit as part of a mild facelift

The car world is always transforming. Models come and go and even the firms that build them are ultimately subject to a beginning, a middle and an end.

Happily, it seems that Kia is firmly entrenched in its 'middle' phase, and long may it continue. But you will have spotted Kia's morphing from budget manufacturer to mainstream player. In the process, its cars have not only become better built, more stylish and superior to drive but also more expensive.

Not all the changes have been seismic, though, as we can see with this mild facelift of the Venga, which, at £14,895 for the 1.4 CRDi SR7 model, is bang on the money of rivals such as the Nissan Note and Honda Jazz.

Outside, the changes mean a bigger grille, sharper-looking bumpers and, on the SR7, new 16in alloy wheels. Tyre pressure monitors are now standard, as are air-con, electric windows, automatic lights, rear parking sensors and Bluetooth.

Despite being just 10cm longer than a Ford Fiesta, the Venga has space inside for four six-footers. Indeed, with no transmission tunnel in the rear, it will facilitate a fifth person, too, if you don't mind some friendly rubbing of shoulders.

So is the boot tiny as a result? No, there's 440 litres of luggage space back there, extending to 570 litres if you drop the boot floor to its lowest setting. You can also fold both rear seats in one simple action (they tilt and slide, too) for a full 1253 litres and including a totally flat load deck.

The driving position is good, with lots of adjustment for the steering wheel and seat. There's also a good-sized glovebox and plenty of oddment storage dotted around. The basic infotainment system, with its dinky, old-school display, is a little fiddly, but given time you eventually become its master.

The cabin lacks soft, tactile surfaces, but the plastics are decent enough, even if the overall design is

a little unimaginative. The interior feels light and airy, but your view forward is hampered by fat A-pillars, and the swooping rear window line limits your view back.

The 89bhp 1.4-litre diesel engine manages to seem quicker than the 0-62mph time of 14.0sec would suggest. It's no fireball and overtaking needs planning, but it's fine for everyday use in town and a bit of motorway driving.

Refinement isn't its strength, though. It rattles at idle and becomes raucous at its upper limits, by which point you'll be desperate to grab another gear. Happily, there are six ratios to choose from and the manual gearbox is pretty slick to use.

The ride/handling balance is fine for a car of this type. Overall, it feels safe and secure, and although it tends to fidget over small undulations, the ride never gets crashy. The steering would benefit from some feel, but it is light when you're twirling it around town.

Which all sounds just fine, but in this world of change, the new Venga hasn't changed enough. It's still practical, well built and easy to drive, plus it's pretty well equipped in SR7 trim. Elsewhere, it feels adequate rather than great, but it's the lack of refinement from the 1.4 CRDi engine that really knocks it down. As a result, if you really want a Venga, we'd suggest you buy the 1.4-litre petrol model over the diesel.

Ultimately, though, you'd do better to go for a Jazz or Note. This type of car is chosen for pragmatic reasons, and both of the Venga's Japanese rivals are measurably better. They equal the Venga's practicality but are more refined and, as a result, easier to live with.

**JOHN HOWELL**

## KIA VENGA 1.4 CRDi SR7

**Roomy cabin and big boot but poor engine refinement. It's good, but its main rivals are better**



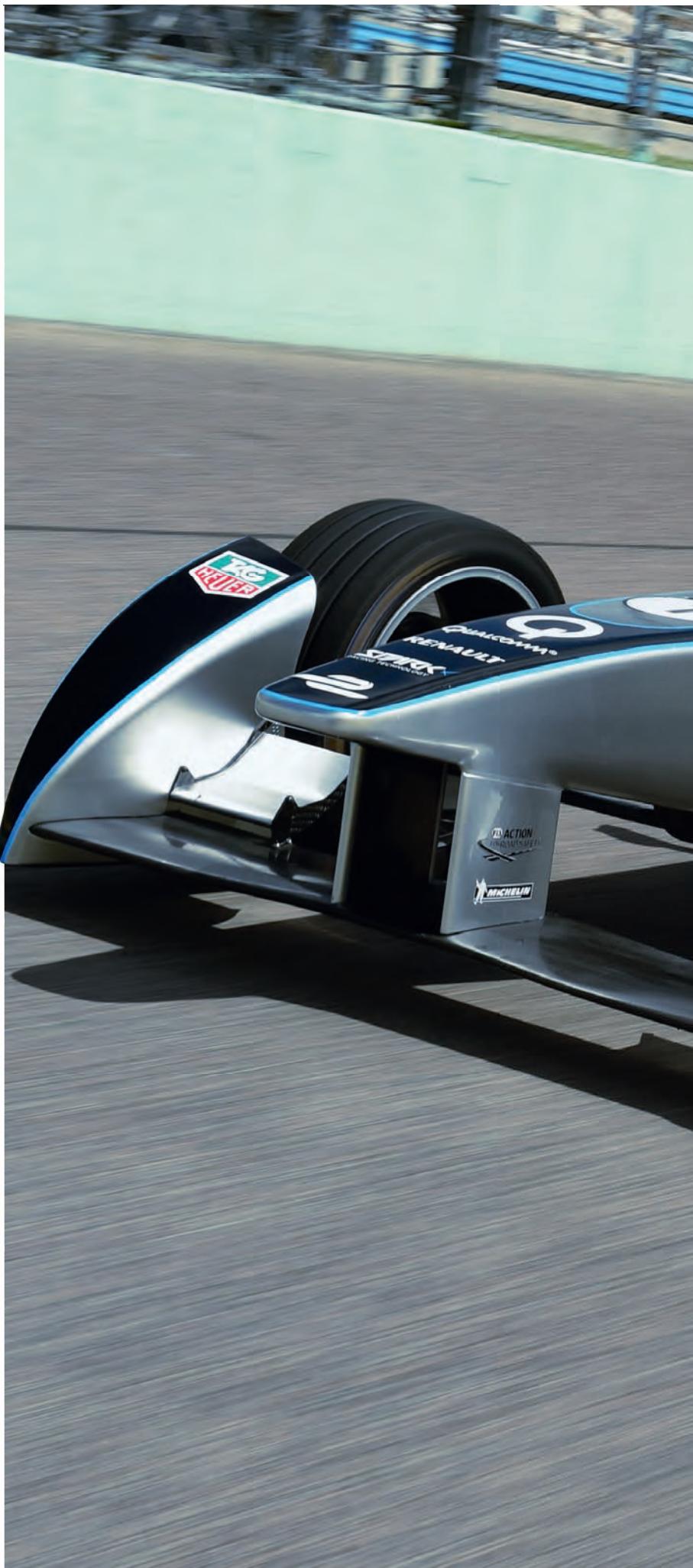
<b>Price</b>	£14,895
<b>Engine</b>	4 cyls, 1396cc, turbodiesel
<b>Power</b>	89bhp at 4000rpm
<b>Torque</b>	162lb ft at 1750-2750rpm
<b>Gearbox</b>	6-spd manual
<b>Kerb weight</b>	1345kg
<b>0-60mph</b>	14.0sec
<b>Top speed</b>	104mph
<b>Economy</b>	62.8mpg (combined)
<b>CO<sub>2</sub>/tax rating</b>	119g/km, 21%



It's light, airy and roomy inside, but the design is unimaginative; progress is adequate rather than good with the unrefined diesel

# Formula E

All-electric  
Formula E  
claims to offer  
a new vision for  
motorsport, but  
is it exciting?  
**Jeremy Taylor**  
gets behind the  
wheel of the  
single-seat racer  
to find out





**H**omestead-Miami Speedway usually echoes to the roar of Nascar V8s and 65,000 adoring fans. That might explain why every marshal I whisper past in my electric racing car looks more than a little bemused. This Formula E machine may be an eye-catching winner, but the Florida marshals are scratching their heads. Where's the growl of an 850bhp Hemi, spitting fire and high octane from every tailpipe?

It's true that Formula E doesn't offer ear-splitting decibels, but after experiencing the inside of the cockpit at 140mph, I can tell you that it still screams pure excitement.

I've travelled 4500 miles from London to the Sunshine State to be the first British journalist to drive a Formula E car in the US. This may be the land of the free, but strict public liability laws mean I'm not allowed to drive on the Miami road circuit currently being fenced off in the city centre. (The Miami ePrix was eventually won by Nicolas Prost.)

Instead, I'm hurtling around the 2.2-mile road course at Homestead, which incorporates some of the banked oval of the Nascar circuit. With 14 bends and full-throttle curves, it's pure adrenalin for rookies like me.

As I pass the pit lane flat out, the advice of my mentor, former Formula 1 driver Nelson Piquet Junior, is still ringing in my helmet: "Be careful of the carbon brakes. They're very strong and easy to lock. Heat them up slowly, which sometimes means braking early into a corner."

Comparisons with an F1 car are obvious. It's tough keeping my head still because of the wind buffeting my helmet. The cockpit has all the comforts of a medieval torture chamber and I'm developing Popeye's forearms in trying to hit the apex of every curve.

I drove an F1 car in 2001 and struggled to cope with the bottomless pit of power on tap. And although Formula E cars can be catapulted to 60mph in three seconds, the 800kW battery developed by Williams provides more than enough kick to keep it wildly entertaining.

Even braking late into a second-gear hairpin, the set of 18in Michelin tyres glue the car to the track. As I accelerate onto the straight, a handful of spent rubber bounces over my crash helmet and HANS (head and neck support) device.

I'm on lap five and it's only the four paddles on my detachable steering wheel that still require some mastering. They're so close together that it's easy to squeeze the wrong one – especially on an uneven stretch of Homestead asphalt.

The top two paddles change up and down through the four-speed, fixed-gear transmission (the latest Formula E cars are five-speed). However, it's the bottom pair that are unique to this style of racing. The bottom right one activates energy regeneration under braking – topping up the car's battery pack and conserving power. The fourth paddle, meanwhile, is tagged FanBoost, which allows fans to play a role in determining the outcome of a race using an →

## I ACCELERATE ONTO THE STRAIGHT AND SPENT RUBBER BOUNCES OVER MY HELMET



All Formula E cars are currently built to the same specification and energy conservation is a vital part of racecraft; our man gets final briefing and then leaves the pit garage



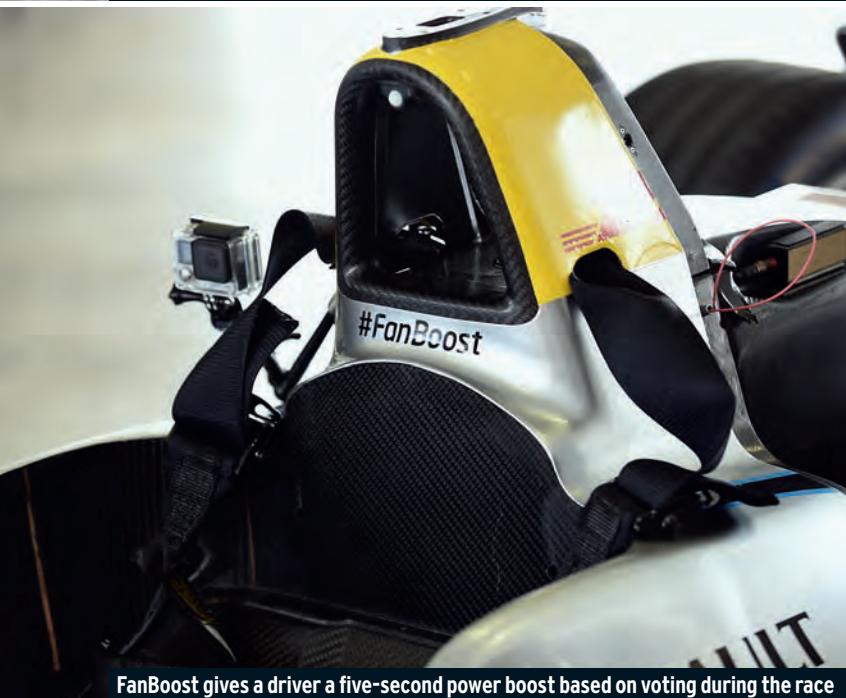
Taylor watches the Formula E car in action before his go



The three rotary dials  
affect torque and  
energy recuperation



Bodywork and wings are a mix of carbonfibre and Kevlar and are made by Dallara



FanBoost gives a driver a five-second power boost based on voting during the race



↳ online voting system. The driver with the most votes receives a power boost of 30kW (40bhp), meaning that the car will drive with up to 270bhp. The boost lasts for only five seconds, but it can be vital on a narrow circuit where there are few overtaking opportunities.

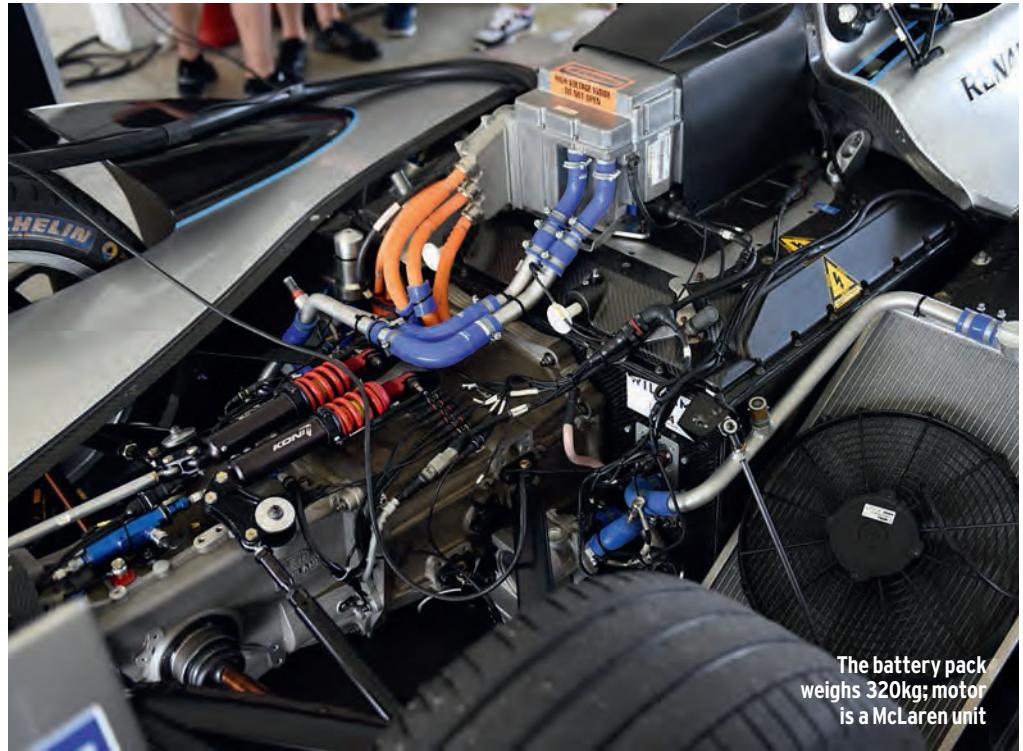
Below a central LCD screen are three rotary dials that I've been told not to touch. Two of them regulate regeneration under braking, and the third controls torque during the race.

Inside the cockpit, the car is anything but quiet. It sounds like a distant fighter jet under full throttle when you floor the accelerator. However, it's not all good. A grating whine from the transmission at lower speeds more resembles a British Leyland gearbox.

F1 and Formula E do compare on one level: comfort in the cockpit. It's hot, sweaty and uncomfortable. By the time I unclip my five-point harness, my fireproof underwear and racing suit are drenched. I'm smiling and would happily take on another five laps, given half a chance.

Later, I ask Piquet, who now competes in Formula E for China Racing, how similar the Formula E car is to an F1 machine.

"Although the two cars look the same, you can't really compare them," he explains. "F1 technology has been advancing for 70 years.



The battery pack weighs 320kg; motor is a McLaren unit



Twelve months ago, the first Formula E car wasn't even built.

"Both cars handle in a similar way, but the driving technique is totally different. In Formula E we only race on street tracks and use one set of all-weather radial tyres. The aim is always to conserve energy, rather than worry about a complicated strategy for taking on fuel and changing tyres."

"It's different in the cockpit, too. In F1, you play around with the KERS settings or adjust the angle of the wing. We pay more attention to energy conservation, especially temperature levels around the battery pack, which affect performance."

## AN INCREDIBLE 50 CITIES HAVE ALREADY OFFERED VENUES FOR NEXT SEASON

Piquet admits that the only electric car he had driven before joining Formula E was a two-hour road test in a Tesla. "I never considered an electric car before, but now I realise that the technology we use in Formula E will accelerate the development of the electric cars we drive on the road," he says. "I think Formula E is a much purer form of racing, because drivers don't get constant diagnostic feedback from their team. They are out there on their own, making decisions for themselves."

The surge of interest in the inaugural series means that an incredible 50 cities have already offered venues for the 2015-2016 season. By the time this year's 10-race series reaches its climax at the London ePrix in Battersea on 27 June, more than 500,000 fans will have watched electric car racing live for the first time and tens of millions more will have tuned in on TV.

And although all Formula E cars are currently built to the same specification, car manufacturers will join the fray next season. That will raise the level of competitiveness within Formula E even higher. Battery life will improve, speeds will increase and more teams will be lured into the pit lane. Who knows? Maybe soon F1 will be looking over its shoulder at the future of single-seat motorsport. □

## E-MAZING FACTS



Formula E has 10 teams and 20 drivers. Races last 40 laps. Drivers pull in to the pit lane halfway to swap into an identical, fully charged car.



The sound of a Formula E car can reach 80 decibels, which is slightly louder than a conventional road vehicle.



Cars are charged from glycerol generators. Glycerine is a carbon-neutral by-product of biodiesel production. It's so pure you can drink it.



Teams are allowed two spare wheels per car – one for the front and one for the rear. The rule has dramatically reduced running costs.



Formula E uses a BMW i8 hybrid as the safety car – the only combustion engine you will ever see on the track.



# THE ONLY WAY IS UP

As more car buyers migrate to high-riding SUVs, Seat is exploring a future offering with this, its Iron Man-inspired 20V20 Geneva show concept. **Matt Burt** finds out if it's a superhero



High-riding SUV would give Seat entry to a booming sector

**A**ccording to exterior designer Amín Sádek, there's a little hint of Iron Man in Seat's new 20V20 crossover concept. In the comic/movie franchise, Tony Stark, the fictional character inside the superhero suit, is kept alive via a circular electromagnet embedded in his chest. A similar device also brings the 20V20 to life, although you can get away with carrying Seat's Personal Drive Device (PDD) in your pocket rather than undergoing surgery.

The PDD is a circular object the size of an ice hockey puck. It is a magnetic 'key' that a user locks into a cradle on the concept car's centre console. Once in place, it controls interior functions such as driving modes, heating and infotainment options.

It's one of several clever features on Seat's bold concept, which we're getting a closer look at, plus a short drive in, following its star turn at the recent Geneva motor show.

The 20V20 – or, to give it its full Spanish name, 'vision veinte'

' – is important. Its bold creases, slashes and folds serve as a shop window for the next evolution of Seat's design language. More significantly, the 20V20 signposts the company's intention to create crossovers and SUVs to augment its model range.

The potential of such vehicles for Seat becomes clear on our short drive from Barcelona airport to the Castellolí race track, where we're due to sample the one-of-a-kind 20V20. The motorway is filled with battered Toledos, shiny Exeos and enthusiastically driven Leonas, but almost as numerous as the homegrown fare are Nissan Qashqais and Volkswagen Tiguanas.

What an opportunity. To bring their own version to market as quickly as possible, Seat's bean counters at Martorell must be tempted to roll up their suit sleeves, scurry down to the shop floor and screw together a crossover themselves.

"When you analyse the market, you notice that customers are going away from MPVs to crossover-SUVs because they can combine a little bit more personality with high functionality," says Sádek.

At Castellolí, I set eyes on the burnt orange concept. First thought? It's even →



**20V20's styling expresses Seat's brand thinking, says Sádek, with the rear end's negative angles in particular conveying dynamism and power**



more muscular and sharply styled than it looks in the pictures. At 4.7m, it's 20cm longer than a Leon hatchback and has a 2.79m-long wheelbase with a 1.65m-wide front track. A jacked-up ground clearance of 228mm and 20in alloys enhance its road presence.

The first real SUV we'll see from Seat won't be as grand as this Audi Q5-sized concept, however. Instead, it'll be something to rival a Qashqai. That's not to say the company won't make one as big as the 20V20 at some point, but for the moment we're likely to see design cues drawn from it for the next Ibiza supermini.

"There are three key words we use to define our future design DNA: tensional, characterful and sculptural," says Sádek.

The 20V20 is aimed squarely at the young at heart and will help to reinforce Seat's positioning as the hip and happening VW Group brand. Seat's designers set out specifically with a crossover-SUV in mind. "The proportions have evolved, but this kind of concept car was clear from the beginning," says Sádek. "It's a new segment for Seat and it's refreshing to have the opportunity to develop our future DNA in such ways."



The design team spent a lot of time perfecting the 20V20's side profile, particularly, says Sádek, the "proportion of the glasshouse compared with the body". The 'cab back' profile and negative angles at the concept's rear add to its dynamic stance, giving the impression of "an arrow that is ready to be launched from a bow" and evoking a sense of power.

As bold as the exterior is, the interior steals the show. The aggressively angled A-pillar means you have to duck low to get in. The concept's seats have a striking design with, in another nod to Seat's favourite superhero, the backrests mimicking the design of the ribs on Iron Man's body armour. However, you tend to perch rather than sit on them, prompting a rather awkward driving position.

To start the 20V20, you place your Iron Man-style PDD onto the circular magnetic cradle in the centre tunnel, just behind the gear selector. A 'start-stop' message is illuminated. Pressing the PDD switches on the ignition. You hear a start-up tone, familiar to anyone who has switched on a computer in the past decade, and a personalised message. I get "Welcome Alejandro!", a salutation configured for Seat's design boss, Alejandro

Mesonero-Romanos. If you want, the friendly voice can also tell you about your upcoming agenda.

Personalisation is key. "You can have your own settings stored in the cloud," says Sádek. "So you have your music and your agenda, but also settings for the car: the colour of the ambient lighting, the different displays on the screens and so on."

While the PDD is currently too big to wear on your wrist, it's not hard to envisage a version that could be incorporated into a smartwatch, bringing together our cars and our personal devices.

"Connectivity is key," says Sádek. "Twenty years ago, radio or air-con was optional in a car; today you wouldn't believe it isn't there. In the future, you won't need to ask to have your car connected. It's a part of technology we cannot deny."

Rotating the PDD left and right calls up all manner of menus that can be displayed on the three TFT screens that dominate the dashboard. There's a small screen to the left of the steering wheel in this left-hand-drive vehicle, the main dashboard display behind the wheel and the infotainment screen at the top of the centre stack.

With most of the functionality incorporated into the PDD and displayed on the screens, there's



## THERE'S A HOVERBOARD WHERE YOU MIGHT EXPECT TO FIND A SPARE WHEEL

a minimalist feel to the interior. A floating centre console has space behind it for two sunglasses cases. The console itself carries the buttons for start-stop, hill descent control and parking assist; above them are the climate controls. Behind the steering wheel are paddle shifters and slender stalks for the indicators and lights.

Press the brake pedal and the PDD simultaneously and the engine fires into life. Shift the gearstick into Drive and you're away. The 20V20 is four-wheel drive, with a petrol engine hooked up to a dual-clutch automatic gearbox. Seat says a real-life 20V20 could accommodate petrol, diesel or plug-in hybrid powertrains.

I'm told it has a Leon Cupra powerplant under the bonnet, but it's academic because the 20V20 also has concept-spec cooling (not very effective, in other words), so our drive around Castellolí is restricted to 40km/h.

Still, it's sufficient to get a feel for the car's powerful stance, if not its dynamic qualities. Inside and out, it has a broad-shouldered feel. The doors, unrestricted by the need to add crash protection and insulation, have a scalloped design that means there's huge amounts of elbow room.

Head room, by contrast, is snug – the trade-off for that aggressively swooping roofline. With its cavernous 500-litre-plus luggage space when the large tailgate is opened, I'm put in mind of a shooting brake. Should the 20V20 reach production, expect to find an extra pair of seats back there, making it a seven-seater.

Right now, though, the interior puts the 'fun' into 'functionality'. In the boot, there's a torch stowed on the wheel arch cover for those late-night sorties to Barcelona's beach bars, a pair of suitcases installed in the boot floor for weekends away and even an electric hoverboard where you might expect to find a spare wheel. The idea is that you can park up your 20V20, extract your PDD and use it to navigate the remainder of your journey on the hoverboard.

The idea of a production-spec hoverboard may be a flight of fancy, but will the 20V20 ever roll down the Martorell production line? Sádek says that the vehicle has "believable packaging and proportions, not crazy ones. It's a show car, but we wanted to stay true to the principles of the brand and show what we are capable of doing with our design in a more product-oriented way".



# GLOWING ROADS, TAKE ME HOME

Are high-tech motorways that can repair themselves and communicate with our cars the stuff of fantasy? **John Evans** speaks to the scientists trying to make them a reality

Roads that can repair themselves, recharge electric vehicles as they drive along them and communicate with a car's steering, braking and suspension sensors could emerge in the next 10 years.

The ideas are currently being tested by a consortium of research organisations around the world, including the UK's Transport Research Laboratory (TRL), an organisation that develops, tests and helps to implement new transport strategies and technologies. Under the name Forever Open Road (FOR), these organisations are developing

techniques, strategies and systems to ensure that roads (at least major ones) remain open and working as much as possible.

Driving all this is the predicted growth in the vehicle population over the next few decades. There are currently 36 million vehicles on our roads. But as the population expands, the country moves out of recession, GDP per capita (the country's income divided by its population) increases and fuel costs fall by as much as 24% (at least for cars, as their economy improves), the number of vehicles is forecast to grow by 19% over the next 10 years alone – to almost 43 million.

As a result, average journey times on major roads are expected to increase and speeds to fall by around 8%.

It sounds like a recipe for disaster, as the roads get ever more congested, their condition deteriorates, roadworks dominate and journey times become impossible to predict.

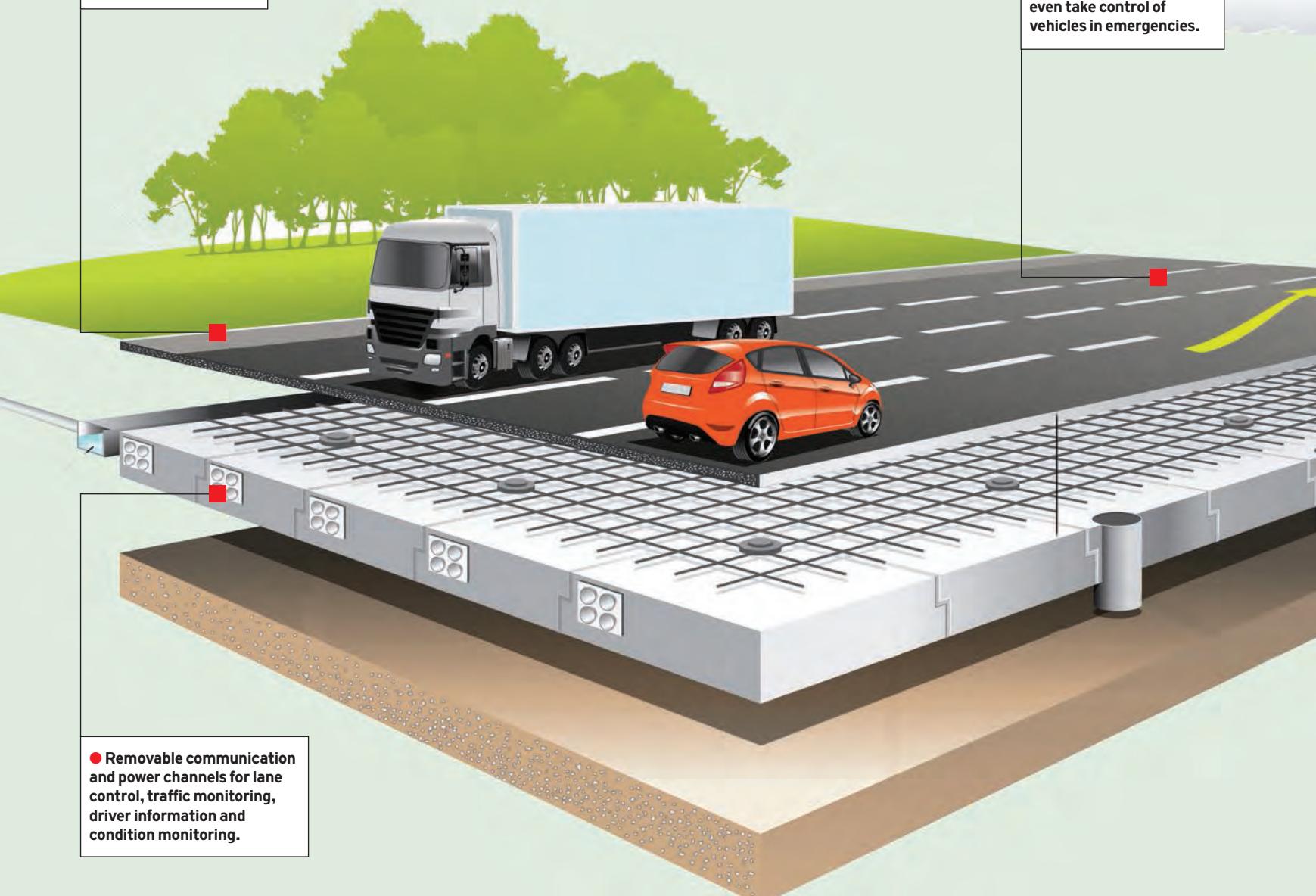
However, one man believes he may have the answer to at least some, if not all, of the problems. Around seven years ago, the TRL's Bob Collis had a vision for roads that never close, therefore keeping the traffic moving.

In 2010 he managed to persuade similar organisations around the world to share his idea, and the →

● Porous, low-noise surface can reflect light to enhance night driving.

● In-built sensors monitor traffic conditions and control traffic flow, and even take control of vehicles in emergencies.

● Removable communication and power channels for lane control, traffic monitoring, driver information and condition monitoring.



◀ FOR concept was born. Against the backdrop of recent advances in autonomous technologies, vehicle connectivity, solar power and wireless communication, not to mention developments in road construction techniques and materials, the programme is now gaining real momentum.

"I call it the fifth-generation road," says Collis. "The first roads were tracks, then 2000 years ago they were paved to protect them from rain. About 200 years ago they were covered in Tarmac to make them smoother and more resistant. In the 1930s we saw the first motorways. Now we're well into testing and developing the next generation of smarter, tougher and more adaptable roads, roads that can do a multitude of things from repairing and powering themselves to directly influencing vehicle behaviour."

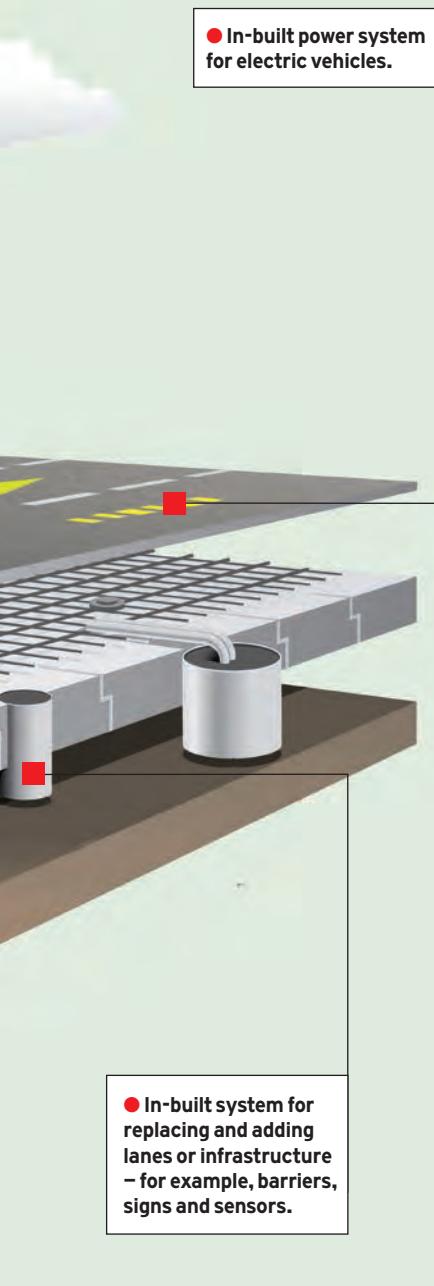
Among FOR's many ideas are building roads in a modular form

that will allow a damaged or failing section to be quickly and easily replaced. These sections will contain all the drainage and communication systems and technologies to enable them to be quickly 'plugged' back into the existing network. The road will be able to monitor its own condition using sensors embedded in it. These will detect potholes and sub-surface cracks, and relay the information to a control centre. These same sensors will receive information from cars, which, as they pass over the damaged road, will be able to report adverse wheel and suspension movements.

Meanwhile, scientists at Delft University in Holland are developing concrete additives that rejoin and reseal the road's base when it cracks under pressure. Another of their trials involves blending steel fibres with the concrete. As the road ages and becomes brittle, the fibres could be heated by an electric current,



New solutions are required to address the predicted rise in the number of vehicles



## CHARGING INTO THE FUTURE

**IF PACKING THE** road of the future with sensors, pipes and solar cells weren't enough, scientists at the Transport Research Laboratory are also considering filling them with lengths of coiled wire.

The coils would enable electric cars to be charged as they drive along, without having to park up and be plugged into a socket. The coils would create a magnetic field between themselves and a coil in the electric car, enabling wireless power transfer (WPT) to take place. A continuous-coil WPT system is being tested in South Korea.



Meanwhile, Denis Naberezhnykh, the head of the project at the TRL, says car makers are looking to roll out static WPT systems in order to enable parked-up charging.

"Wireless power transfer overcomes the immediate challenges that electric vehicles face," says Naberezhnykh. "There's the fact that you need to plug the car in, as well as range concerns. You don't have to plug it in with WPT, and with a well-developed infrastructure of plug-in and WPT, an electric vehicle begins to look much more attractive."

"However, being realistic, I don't expect anything to be implemented before 2020, although there will certainly be on-road trials in the UK before then."



## SENSORS WILL BE ABLE TO CHANGE THE BEHAVIOUR OF PASSING CARS

restoring the road's suppleness and prolonging its life.

Roads will be able to clean themselves, too, by using an ultra-smooth surface that will allow grit to be easily washed away. Being hydrophobic, it will also repel water.

Road salt could be made a thing of the past. Pipes located just below the road surface and containing a special fluid could be heated by the sun. At night, the heat would be released to keep the road clear of

ice. Alternatively, the liquid could be cooled to prevent extreme sun damage to the road in the summer.

The surface will also be highly reflective, making the road and the immediate area brighter, so roadside lighting could be dimmed or removed, while interactive lighting would only come on when it sensed traffic approaching. Moves are already afoot in Holland to remove the need for conventional lighting. On a 600-metre stretch of road in the city of Oss, so-called 'glowing lines' on the road surface, which absorb light during the day and release it at night for up to eight hours, have replaced traditional street lights.

Powering the roads of the future is also exercising the transport scientists' minds. The boffins at Delft are trialling a surface made of solar cells which could power all manner of services, including the next generation of LED road studs. Studs are currently used to delineate lanes,

but they could also change colour to signal when a car is travelling too close to the one in front.

Another idea involves turning roads into power stations. Tiny piezoelectric generators (PEGs), which turn mechanical energy into electrical energy, could be embedded in the asphalt where vehicle loads are greatest. The PEGs would be connected to the grid and the power used to heat homes or even recharge electric cars. Other ideas for harvesting energy include recovering heat from braking wheels.

Easily the most intriguing feature of Collis's fifth-generation road is the role that sensors could play. Not only would they be able to monitor the road's health along with weather and traffic conditions but they'll also be able to change the behaviour of cars passing along it.

Imagine there's been a serious incident with cars braking en masse to avoid a pile-up. Sensors in the

road will be able to communicate this to the car, in turn influencing its steering, braking, suspension and engine management systems to bring it under progressive control. They could also influence a car's general behaviour as it travels along, taking into account changes in camber and road surface condition.

The work of the FOR teams around the globe is taking place alongside the rise of the connected car. It's estimated that by 2020, one in five vehicles globally – a quarter of a billion cars – will have a wireless connection. Infotainment and nav systems will benefit immediately, but it is predicted that connectivity will expand to include vehicle-to-vehicle and vehicle-to-infrastructure – in other words, the fifth-generation roads envisioned by Collis.

"The Forever Open Road won't happen overnight, but it will come," says Collis. "There's the will and, ultimately, the need to make it so." □

# Kia Sorento

Can the new SUV live up to the high aspirations that Kia has for it?

**MODEL TESTED** 2.2 CRDi KX-4 Auto AWD

- Price £40,995 ● Power 197bhp ● Torque 325lb ft ● 0-60mph 9.3sec ● 30-70mph in fourth na
- Fuel economy 34.6mpg ● CO<sub>2</sub> emissions 177g/km ● 70-0mph 46.8m

**WE LIKE** Big on practicality ■ Easy to get along with ■ Generous equipment list

The progressive, clean-cut design that has fuelled Audi's meteoric success as a premium car brand has many imitators but none that is linked quite as widely and frequently with it as Kia. Having spent the formative years of his career as a designer working for Audi, the architect of Kia's current design identity, Peter Schreyer, could hardly have prevented a little of his own Bavarian schooling rubbing off on the saloons, hatchbacks and crossovers that he has authored so boldly for his Korean employers. And to be fair, almost a decade after Schreyer's



PHOTOGRAPHY LUC LACEY

- No modern SUV would be complete without a faux skid plate. It isn't functional but is supposed to add ruggedness and premium allure to the visual appeal.



- Wraparound headlights are allegedly more sculptural and expressive than the old ones. You get active xenons with auto dip and cornering functions on KX-3 trim and above.



- The new, larger and more upright 'tiger nose' grille has a thicker chrome setting than before. The three-dimensional diamond-like pattern was previewed on the 2013 Cross GT concept.



- Wrapping around the entirety of the aperture, the doors are slimmer, better fitting, better looking and wider opening than before.

appointment, there's as much that's distinctive and original-looking about Kia's production models as there are cues 'borrowed' from you know who.

But the time for imitation-based flattery is now over. 'Phase II' of Kia's coming of age is kicking in with this, the third-generation Sorento seven-seat SUV. And, says Kia, Audi has as much to fear as anyone from where this chapter will take the firm.

Writ large in the press material for this new car is a statement of quite extraordinary ambition from a car maker that, in relatively recent memory, was peddling models as



Original Sorento had less lofty ambitions

rough and basic as the Pride and Magentis. In this new chapter of its development, Kia's aim is "to match and surpass not only customer expectations but also the world's best

car manufacturers for engineering, technology, refinement and quality". However much they've improved already, that's a mountain to climb.

But apparently, the ascent starts here. The new Sorento is the first Kia designed and developed with new emphasis on mechanical and technological advancement; precision of build quality; material richness and solidity in the cabin; and comfort and refinement in everyday use. But does it show those transformative strides? And are we to believe that humble Kia is truly serious about leading the car making world in so many ways?

## DESIGN AND ENGINEERING



Despite already being one of the larger entrants in the £30k family 4x4 market, the Sorento has grown: by 95mm in overall length, 80mm in the wheelbase, and very marginally on width. A decrease in height always neatly disguises such a spurt, and the new Sorento's roofline is also 15mm lower than it was. But although it competes with many of them, you couldn't really call this a compact →

**WE DON'T LIKE** Big money for the range-topper ■ Noisy around town ■ Too ordinary inside



● This particular angled D-pillar treatment has become one of the Sorento's visual calling cards. So says Kia. It's hardly a Hofmeister kink but, like much of the car, it's attractive enough.



● Heavier-set shoulders mark this Sorento out from its predecessor and identify it as a more assertive presence on the road. They also make it less slab-sided.



● Two-tone sill cladding is supposed to create a visual connection between the front and rear, enhancing your impression of the car's length.



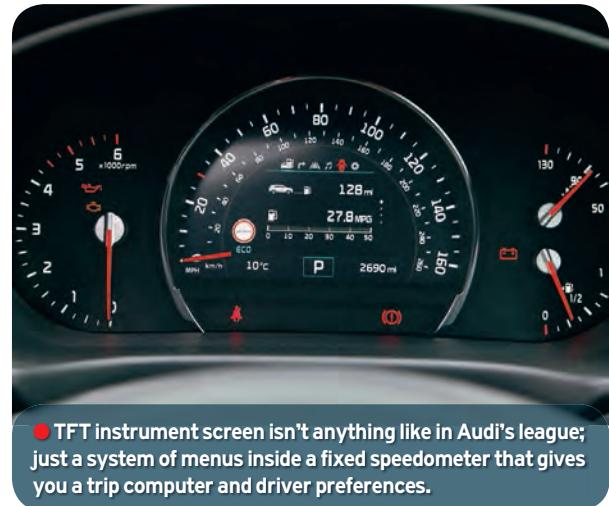
● Tailgate is now laser-welded so it can be more three-dimensional, lighter and better fitting than before. Unsurprisingly to note a similarity with current Audi SUV design language here.



● Kia has mostly grouped switches intelligently but you'd rather the ESP button was next to the 4WD lock.



● New impression of quality comes more from fit and finish than material richness. Black and chrome trims are pleasant, but not stellar.



● TFT instrument screen isn't anything like in Audi's league; just a system of menus inside a fixed speedometer that gives you a trip computer and driver preferences.



## MULTIMEDIA SYSTEM

Kia's standard multimedia set-up uses a pretty ordinary-looking monochrome display but offers a DAB tuner. There are two 12v power supplies at the base of the centre stack, next to the audio jacks, so you can power an aftermarket sat-nav and your passenger's device of choice while simultaneously charging your smartphone from the USB port.

There's a 7.0in colour touchscreen system fitted to KX-2 cars, and an 8.0in set-up for KX-3 and KX-4, the larger screen in tandem with Kia's Infinity premium audio system. The

8.0in version came with our test car.

After adjusting the brightness and contrast settings, the screen's display clarity was good, and its mapping was detailed and easy to follow. Kia's touchscreen icons are large and easy to hit, and the generous provision of shortcut keys on either side of the screen saves you getting lost in menus. The voice control functionality still needs work, though. It's too prescriptive about terms and the order in which you say them.

Sound quality from the audio system was adequate but not outstanding for a premium system.

◀ SUV. A Mercedes-Benz M-Class is little more than an inch longer.

Some minor weight savings in the suspension and under the bonnet are claimed, but our road test on the Sorento in 2013 confirms that the quoted kerb weight has actually risen by 41kg. But solidity, refinement and space are near-impossible qualities to engineer into a car without making it heavier. If Kia has succeeded on all three fronts, 41kg is a small price to pay.

The all-steel platform has been completely redesigned. Its body-in-white now has twice the proportion of high-strength steel, and torsional rigidity is up by 14%. A new rack-mounted electro-mechanical power steering set-up is intended to deliver greater directional precision to the handling, and the suspension continues to be all independent. A new geometry is adopted for the front struts as well as new shock absorbers and hydraulic rebound springs. New repositioned shocks are fitted for the multi-link arrangement at the rear, as well as a new subframe bush to enhance ride comfort.

As for off-road ability, steel coils give a fixed ride height that delivers only modest approach and breakover

angles and ground clearance of 185mm, none of which makes the Sorento desperately rugged. But the faster-acting Dynamax clutch-based four-wheel drive system introduced on last year's updated Sportage has been adopted for its bigger brother, which allows a 50/50 front-to-rear torque split to be locked in at up to 25mph. There's also a new brake-actuated torque vectoring system called Advanced Traction Cornering Control.

For the frequent towers who remember the first-gen, ladder-frame Sorento fondly, the new manual version is rated to haul 2.5 tonnes on a braked trailer and it has a self-levelling rear-end – both still making it relatively appealing. But of wider interest may be the conjuring of another 3bhp and 14lb ft of torque from the car's 'R-family' 2199cc turbodiesel engine, as well as cutting fuel consumption and emissions. A higher-pressure fuel injection system has been adopted, as well as a new intake manifold and exhaust gas recirculation system, and more precise variable-geometry turbo control. Although it now complies with Euro 6 emissions standards, this remains one of the gutsier, thirstier engines in the class. →

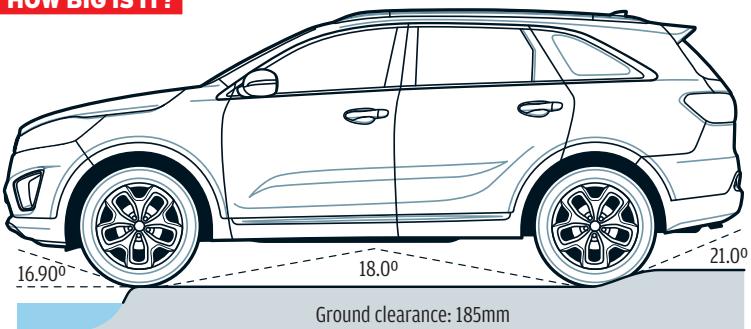


● Large heated and ventilated seats make life pretty comfortable for those in the front, although they could offer more under-thigh support.



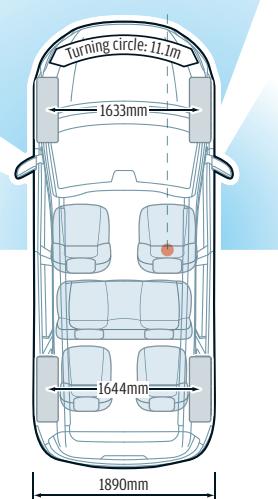
● Middle row of seating slides fore and aft and it can be folded flat to enlarge the cargo-carrying capacity. Tilt function eases the nearside-only third-row access.

### HOW BIG IS IT?



### VISIBILITY TEST

Not much to complain about here. There's a big chunk of rear arch, but the final row's porthole means the blindspot isn't criminal. SUV-sized door mirrors help, too.

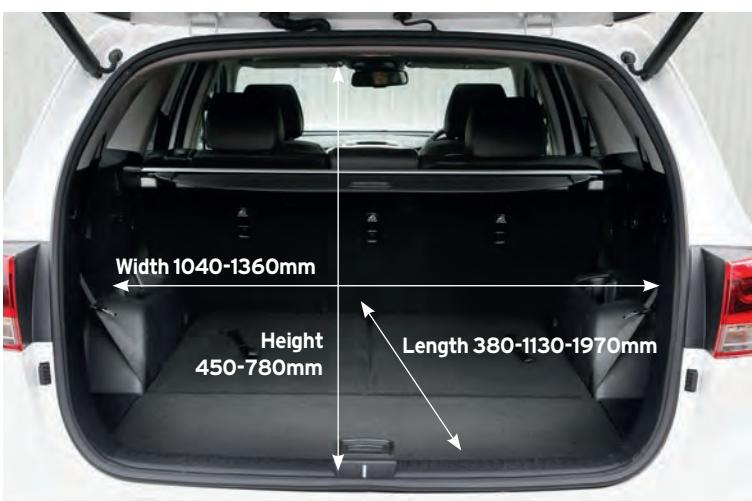
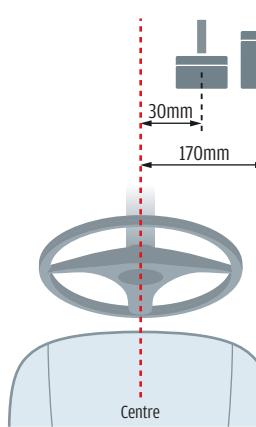


### HEADLIGHTS

Self-levelling xenon headlights come as standard on the top KX-4 model so brightness and spread are decent. They're adaptive, too.

### WHEEL AND PEDAL ALIGNMENT

Broad pedals mean that you're unlikely to miss them. They're nicely spread, too. Your left peg gets a rest to support its redundancy.



● Third-row seats are easy to put up, with the load bay cover stowing under the boot floor. You're not left with much boot space in seven-seat mode, though.

## INTERIOR



With a slightly lower hip point than that of the previous Sorento, the new one should allow most people to slide straight in without needing to climb up or drop down into the driver's seat. Big, pudgy front seats, plentiful kneeroom and well-placed support for your elbows make you instantly comfortable, although very tall people will be aware of slightly limited head room in the first and second rows.

The fascia is generously covered in soft-touch plastics, with glossy piano black trim and satin chrome accents for decoration. The cabin ambience is dark, somewhat restrained and lacking a bit of warmth. Although the materials chosen could appeal more to the senses, their robustness and consistency is apparent. The

car certainly betters Kia's prevailing standard on fit and finish. Some would say what it needed to do more urgently was bring greater sophistication and richness to the party.

The layout of instruments, major controls and secondary systems is very conventional so things are precisely where you expect them to be and most processes – turning up the climate control temperature, turning off the parking sensors or changing the navigation map orientation – are easy and intuitive. Our test car had Kia's TFT instrument screen fitted, but it only occupies the place of the car's central speedometer and feels more like a modern trip computer with some extended menus than a truly configurable TFT-style display.

Further back in the car, occupants will find lots of space in the second row (head room apart) and a large, square boot with a convenient loading height. The third row of seats is relatively

easy to put up, the load bay cover stowing in its own recess below the boot floor and the seats clicking into place at the tug of a belt tie.

Access to the third row could be better, since the second row of seats slides fore and aft but doesn't tumble forwards. But once they're in, passengers will find as much room back there as in most seven-seaters (enough for the smaller adults in your number) and they have their own air conditioning vents and controls.

## PERFORMANCE



For anyone expecting the 2.2-litre four-pot engine to have emerged from its makeover as a more whispery or dulcet-toned item, their introduction to it will likely prove disappointing. At idle, there is much the same hard-edged, sharply audible voice. Its

vibrations have been sanded away to leave only the slightest buzz underfoot, but the clatter remains distinguishable when accelerating at slow speeds.

While it is not particularly intrusive or irksome – or even unusual among its mainstream rivals – the continuous accompaniment around town does negate a certain level of polish that one might reasonably have expected for the sort of money that gets you close to a BMW straight six.

Otherwise, it is very obliging. The unit's burliness makes it encouraging at low revs, aided no end by the swift lock-up of the torque converter and a prompt step-off. Such responsiveness is important in a car of this size because it makes it seem like a manageable prospect at roundabouts and junctions. An absence of hesitancy – of the sort that dulled the Land Rover Discovery Sport's get-away – helps establish a likeable easy-to-drive vibe, which the big Kia largely continues to live up to.

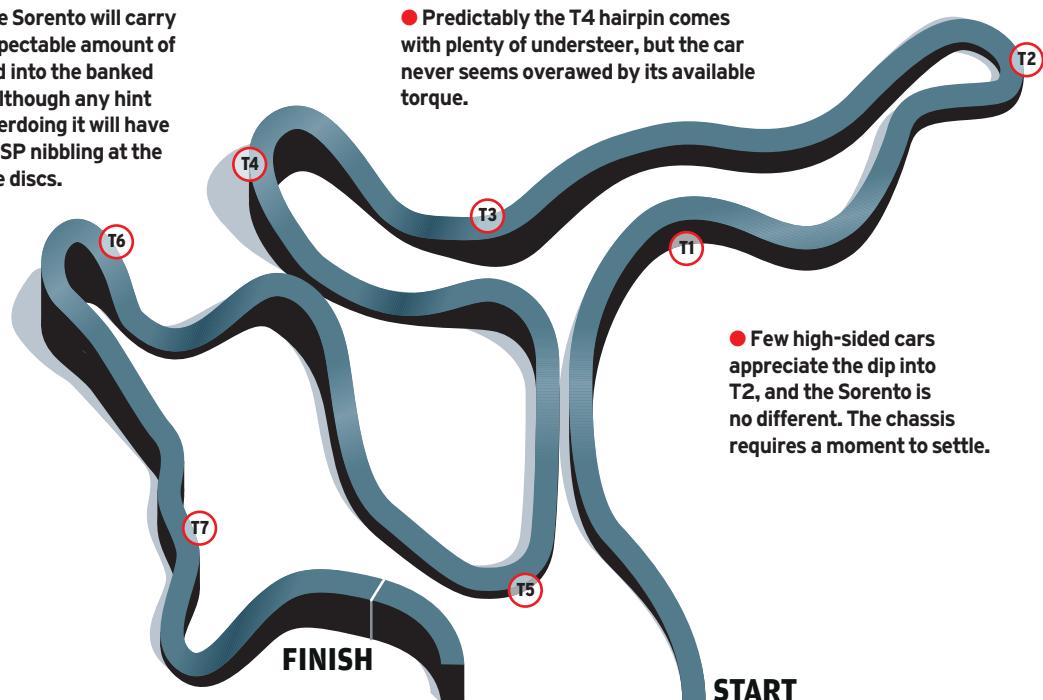
## TRACK NOTES

The hill route at Millbrook Proving Ground has a habit of finding out unsympathetically sprung or crudely tuned SUVs so it's telling that the Sorento, for the most part, took it all in its stride. Although there are plenty of gradient changes, the surfacing doesn't feature much in the way of classic B-road choppiness, so the Kia's substantial body has time to settle. Having done so, the car delivers an adequate, grippy and benign response to fast entry and exit.

The interaction of the all-wheel drive system is subtle to the point of anonymity on dry asphalt, the handling properties being that of a large, front-engined, predominately front-drive SUV. However, there's no untidy intrusion from the traction control system to put up with, and excessive lean is never a problem. All in all, it's dependable, but don't expect a vague sensation of maltreatment to go away; the Kia only endures the experience.

- The Sorento will carry a respectable amount of speed into the banked T5, although any hint of overdoing it will have the ESP nibbling at the brake discs.

- Predictably the T4 hairpin comes with plenty of understeer, but the car never seems overawed by its available torque.



- Few high-sided cars appreciate the dip into T2, and the Sorento is no different. The chassis requires a moment to settle.

## ACCELERATION 10deg C, dry (Sorento), 8deg C, dry (Discovery Sport)

## Kia Sorento 2.2 CRDi KX-4 Auto AWD

Standing quarter mile 17.1sec at 80.6mph, standing km 31.4sec at 103.3mph, 30-70mph 9.4sec, 30-70mph in fourth na



## Land Rover Discovery Sport 2.2 HSE

Standing quarter mile 16.9sec at 82.6mph, standing km 31.0sec at 103.9mph, 30-70mph 9.0sec, 30-70mph in fourth 9.6sec



## BRAKING 10deg C damp





Sorento strikes a fair balance between tidy handling and pliant ride



**The big Kia feels predominantly like a tool forged to convey seven people in reasonable comfort**

The power on offer, tempered by the car's weight, hardly feels bountiful in the manner of a big-capacity modern oil-burner but, for the most part, it keeps the Sorento barrelling along with a gravel-throated enthusiasm. Predictably, the flat-out 9.3sec gambol to 60mph isn't particularly memorable. It's far easier to appreciate the well-matched combination of torque delivery and gear ratios while under way, and the mid-range heave is generally obliging enough for the drivetrain not to downshift needlessly. Only by merging aggressively with the outside lane of a motorway are Sorento owners likely to find themselves triggering a kickdown manually – and we're willing to bet that, too, will be well within their expectations.

#### RIDE AND HANDLING



For all of its reconfiguring underneath, the Sorento's dynamic attributes remain essentially uncomplicated. This is a large car and the unconcealed pride in that fact belies the primary

importance of its positioning in North American and Asian markets. Its handling identity seems, for the most part, inextricably linked. The big Kia feels predominantly like a tool forged to convey seven in reasonable comfort – sympathetically tuned and stoutly competent, but not a product invested with the sophisticated manners of a Discovery Sport or the high-grade proficiency of a BMW X3, the cars its maker is evidently gunning for.

With its size taken into account, the Sorento resists well any sensation that it is unwieldy, but a sustained stretch of British B-road traversed at the national limit isn't an experience to particularly savour. Its long-wave body undulations, those that give the Sorento its archetypal large-SUV lopé in wide, open spaces, tend to become slightly more plodding when the pace and frequency of the surfacing disturbances begin to mount up.

Again, this isn't an unreasonable compromise between control and comfort; it merely confirms the absence of that final layer of polish that a handful of premium European rivals apply so well. Elsewhere,

most evidently on roads a little more conducive to the Kia's size and disposition, it proves likeable and easy-going. There's a credible weightiness to the electrically powered steering rack, although it builds a little unpredictably with vehicle speed and steering angle. As for comfort, the body rarely ruminates over bumps for long, and although its isolation of the cabin isn't exemplary, the ride is generally respectable. Unsurprisingly, long motorway trips are dismissed most deftly of all.

This is a large, confident crossover in the most modern sense, then – if short on driver reward then at least admirably long on amenability.

#### BUYING AND OWNING



Because Kia offers few individual options on its cars, there has been no way to spend truly premium SUV money on a Sorento before. You wouldn't imagine that would trouble many Kia owners, but it apparently rankles with Sorento devotees. And

that has been the justification for cranking up the kit level – and the price – of upper-trim cars to the point where a flagship Sorento KX-4 is within £2000 of an entry-level BMW X5.

Thankfully, the opposite end of the trim spectrum looks a lot more reasonable. Fleet drivers interested in keeping more of their own cash in their wallets should question the temptation to buy any version other than the bottom-rung, manual-equipped KX1. Not only is it the sole derivative with a price of less than £30k, but it's also the only one fitted with 17in alloy wheels and therefore the only one that qualifies for company car tax at 27%, fully 6% lower than an automatic-equipped car on bigger rims. Privacy glass, auto-levelling headlights, roof rails, cruise control, DAB radio and parking sensors all come as standard.

Kia's seven-year, 100,000-mile warranty makes residual values on the car quite competitive, and fuel economy is entirely reasonable. Our TrueMPG testers produced 34.6mpg, a new Discovery Sport diesel, with similar power, torque and overall kerb weight, averaged 33.9mpg. →

**KIA SORENTO 2.2 CRDI  
4WD AUTO KX-4**

On-the-road price	£40,995
Price as tested	£40,995
Value after 3yrs/36k miles	£18,550
Contract hire pcm	na
Cost per mile	67p
Insurance/typical quote	27/£741

**EQUIPMENT CHECKLIST**

19in alloy wheels	■
Leather upholstery	■
Heated/ventilated seats	■
Adaptive cruise control	■
Around View Monitor	■
Blindspot detection, rear cross traffic alert	■
Adaptive xenon headlights	■
Powered tailgate	■
Infinity premium audio with 8.0in touchscreen and sat-nav	■
Panoramic sunroof	■
Automatic headlights	■
Privacy glass	■
Dual automatic climate control	■
10-speaker audio system	■
Rain-sensing wipers	■
Options in bold fitted to test car	■
■ = Standard na = not available	

**RANGE AT A GLANCE**

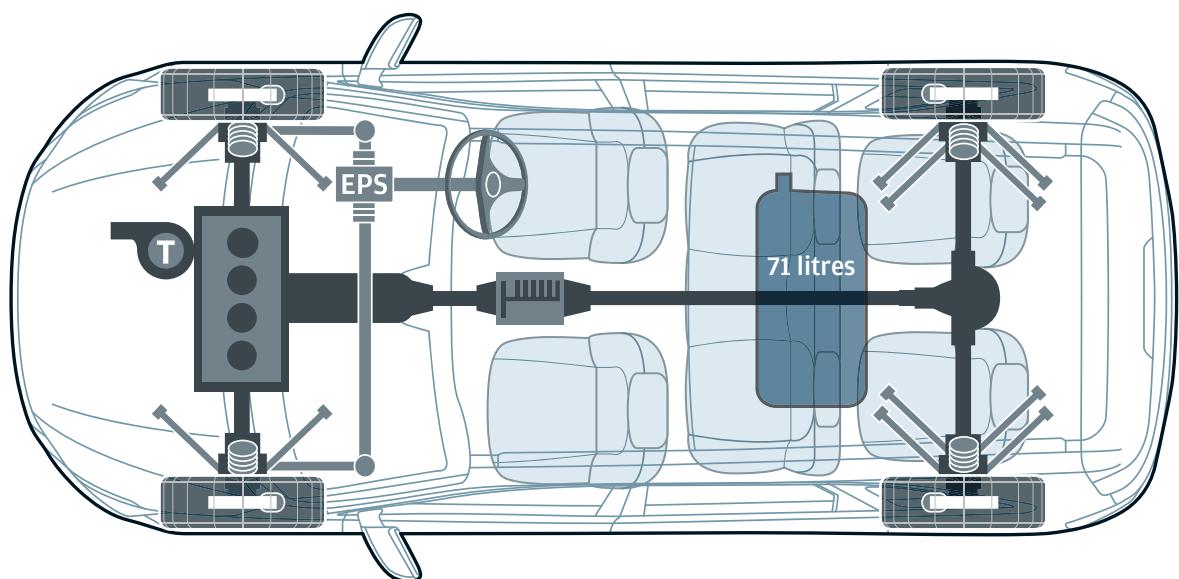
ENGINES	POWER	FROM
2.2 CRDi	197bhp	£28,795

**TRANSMISSIONS**

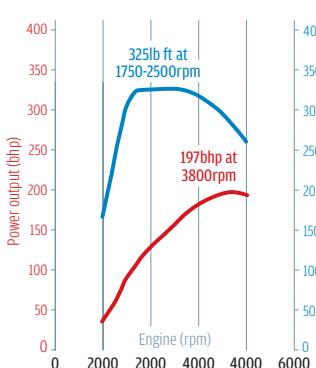
6-spd manual	■
6-spd automatic	£1750
(KX-2 & KX-3; auto standard on KX-4)	

**TECHNICAL LAYOUT**

Although body-on-frame in its first UK-market generation, the Sorento is now of unitary construction, with transversely mounted engines and transmissions and all-independent suspension. A Dynamax four-wheel drive system from Magna Powertrain works via an electronic clutch and can be locked in a 50/50 torque split.

**ENGINE**

Installation	Front, transverse, 4-wheel drive
Type	4 cyls in line, 2199cc, turbodiesel
Made of	Aluminium block and head
Bore/stroke	85.4mm/96.0mm
Compression ratio	16.0:1
Valve gear	4 per cyl
Power	197bhp at 3800rpm
Torque	325lb ft at 1750-2750rpm
Red line	4400rpm
Power to weight	101bhp per tonne
Torque to weight	166lb ft per tonne
Specific output	90bhp per litre

**POWER & TORQUE****CHASSIS & BODY**

Construction	Steel monocoque
Weight/as tested	1953kg/na
Drag coefficient	0.33
Wheels	8Jx19in
Tyres	235/55 R19, Kumho Crug Eon HP91
Spare	Full-sized

**TRANSMISSION**

Type	6-spd automatic
Ratios/mph per 1000rpm	
1st	4.65/5.8
2nd	2.83/9.6
3rd	1.84/14.7
4th	1.39/19.5
5th	1.00/27.1
6th	0.77/35.2
Final drive ratio	3.20

**ECONOMY**

TEST (TRUE MPG)	Urban	30.1mpg
CLAIMED	Extra-urban	39.0mpg
	Combined	34.6mpg
TEST (TRUE MPG)	Urban	36.3mpg
CLAIMED	Extra-urban	46.3mpg
	Combined	42.2mpg
	Tank size	71 litres
	Test range	540 miles

**SUSPENSION**

Front	MacPherson struts, coil springs, anti-roll bar
Rear	Double wishbones, coil springs, anti-roll bar

**STEERING**

Type	Electro-mechanical rack and pinion
Turns lock to lock	2.9
Turning circle	11.1m

**BRAKES**

Front	320mm solid discs
Rear	314mm solid discs
Anti-lock	Standard with EBD and brake assist

**CABIN NOISE**

Idle	46dB
Max revs in third gear	70dB
30mph	62dB
50mph	64dB
64dB	70mph
68dB	

**ACCELERATION**

MPH	TIME (sec)
0-30	3.0
0-40	4.8
0-50	6.7
0-60	9.3
0-70	12.4
0-80	16.6
0-90	21.9
0-100	28.6
0-110	-
0-120	-
0-130	-
0-140	-
0-150	-
0-160	-

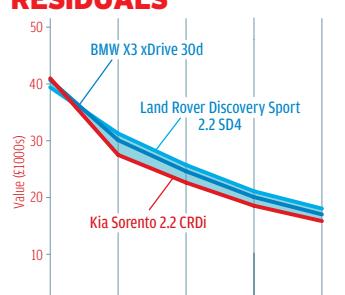
**ACCELERATION IN K'DOWN**

MPH	TIME (sec)
20-40	3.2
30-50	3.7
40-60	4.5
50-70	5.7
60-80	7.3
70-90	9.5
80-100	12.0
90-110	-
100-120	-
110-130	-
120-140	-
130-150	-
140-160	-

**MAX SPEEDS IN GEAR**

- 1 26mph 4400rpm
  - 2 42mph 4400rpm
  - 3 65mph 4400rpm
  - 4 86mph 4400rpm
  - 5 119mph 4400rpm
  - 6 124mph\* 3521rpm
- \* claimed

RPM in 6th @ 70/80mph = 1988/2272

**RESIDUALS**

● Range-topper suffers predictably compared with rivals. Its mid-spec stablemates do considerably better.

**AUTOCAR ROAD TEST**

Read all of our road tests [autocar.co.uk](http://autocar.co.uk)

# Kia Sorento

## AUTOCAR VERDICT ★★★★☆

A real threat to volume-brand rivals but less so to the premium players



**T**here are two ways, it seems, to best consider the Sorento. The first, as written on the tin, is as a potentially sub-£30k genuine seven-seater; old-fashioned Kia territory, then, and here it largely excels. It's sufficiently roomy, very well kitted, easy to drive, comfortable to sit in and broadly competitive to run.

The second view, as Kia itself has prompted, is as a new marker of its progress. The evidence here is that the giant leaps of the past are now harder to come by. The Sorento is certainly improved, but in a way that marks it out as evolutionary rather than newly extraordinary. Consequently, for the £40k asking price of our test car, Kia's best effort is a bit too noisy, too plain and ultimately less interesting to steer than its similarly priced European rivals. However, trumping a raft of other more mainstream options to finish in our top five is, in and of itself, an advancement. Best of the rest, in a segment of ever-increasing popularity, is no bad place to be.

### AUTOCAR ROAD TEST TOP 5



MAKE	BMW	LAND ROVER	VOLVO	AUDI	KIA
Model	X3 xDrive30d xLine	Discovery Sport HSE Luxury	XC60 D4 R-Design Lux Nav	Q5 2.0 TDI S line Plus	Sorento 2.2 KX-4
Price	£41,595	£42,995	£36,305	£39,060	£40,995
Power	254bhp at 4000rpm	188bhp at 3500rpm	179bhp at 4250rpm	175bhp at 4200rpm	197bhp at 3800rpm
Torque	413lb ft at 1500rpm	310lb ft at 1750rpm	295lb ft at 1750-4250rpm	280lb ft at 1750rpm	325lb ft at 1750-2750rpm
0-60mph	5.9sec (claimed to 62mph)	8.9sec	8.5sec (claimed, to 62mph)	9.0sec (claimed, to 62mph)	9.3sec
Top speed (claimed)	144mph	117mph	130mph	124mph	128mph
Fuel economy (combined)	47.9mpg	44.8mpg	62.8mpg	47.1mpg	42.2mpg
Kerb weight (claimed)	1875kg	1863kg	1816kg	1820kg	1953kg
CO <sub>2</sub> /tax band	156g/km, 27%	166g/km, 29%	117g/km, 19%	159g/km, 27%	177g/km, 31%

Verdicts on every new car, p70

It wasn't always so good. But the X3's appeal, pace and price make it unbeatable at this level. ★★★★☆

Potentially a new engine shy of brilliant. The prettiest and possibly the cleverest inside. ★★★★☆

Evidence of the difference an engine can make. Without AWD the running cost class leader. ★★★★☆

A sleek and predictably well-rounded offering. Inside shows how far Kia has to go. ★★★★☆

Kia's usual virtues presented in an easily understood product. Does everything you'd expect. ★★★★☆

### TESTERS' NOTES



**MATT SAUNDERS**

Kia's new Global Quality Centre must have missed the slightly wobbly footrest on our test car. Couldn't find much else to pull them up on, though.



**NIC CACKETT**

Perhaps the footrest was overlooked owing to time spent on the gearstick. Most autos move between P and D with a tiny clatter. The oily heft of the Sorento's shift action is how you'd imagine bomb bay doors are opened on a F117.

### SPEC ADVICE

The manual KX-1 is a compelling tax-saver, not just on company car tax but also up to £80 a year on road tax compared with higher spec. If you don't mind paying more, have a KX-2, which gets heated leather, sat-nav and a reversing camera.

### JOB FOR THE FACELIFT

- Install a new engine.
- Employ a Schreyer-like figure for the inside – Audi learnt that trick 20 years ago.
- Benchmark a Discovery Sport for handling. The Germans aren't best at everything.

# YOUR VIEWS

**Write to Autocar**  
autocar@haymarket.com

## LETTER OF THE WEEK

### Lotus boss adds up

Disappointed to see Jean-Marc Gales dismissed as "just a numbers man" by Mercedes-AMG boss Tobias Moers (Tester's Notes, 18 March), particularly when I would have thought that a strong numbers man was exactly what Lotus needs to make sure models are profitable and plans are realistic.

For too long, Lotus has been on a rollercoaster. The ability to put the company on a long-term robust footing must be applauded. As for potential partners, surely Honda would make most sense. It has a great reputation and no product clashes and there would be an opportunity to deliver an Esprit/NSX platform and a plethora of great powertrains.

You read it here first.

**Simon Marsh**  
via email



#### WIN

Letter of the week wins a ValetPRO exterior protection and maintenance kit worth £58.95

**Valet PRO®**  
PROFESSIONAL VALETING SUPPLIES

#### WHAT A GREY DAY

Having once inadvertently pulled out in front of a grey car on a grey road on a grey winter's afternoon, I have since thought grey a most unwise colour from the visibility aspect.

Whether plain or metallic, or described as titanium, anthracite or just plain grey, it is an almost invisible colour in dull light, and hence a significant hazard.

In The Times recently, I read of a further risk. I quote: "A three-tonne rhino that charged a grey 4x4 at West Midland Safari Park may have mistaken it for a mate."

You have been warned...

**John Taylor**  
Lasswade, Midlothian

#### FULL DISCLOSURE

The practice of car manufacturers releasing pictures and, in many cases, partial specifications long before the

car's actual launch date has now become an irritant to me.

For example, the new Jaguar XF, not due in the dealerships until late autumn, follows hard on the heels of the XE – shown in August 2014 but still not in the showrooms.

I went along to my friendly local Ford dealer and was met with blank stares when I asked to see an Edge. Mercedes-AMG allowed a few GT S cars to trickle into the dealer network, but when I asked when the more affordable GT would be available, the reply was: "Your guess is as good as ours."

I can just about forgive the XE because it is a new launch and not replacing an existing model, but what am I supposed to do if I was in the market for an XF? Do I wait for the new car or do I hassle the dealer for a huge discount as he is now effectively selling a run-out model?

Competition may never have been



New XF won't be in dealers until autumn

there are other drivers at the other end of the spectrum who are not rewarded for their excellence.

I believe that the answer lies in a voluntary driver assessment scheme, noted by an assessor in terms of a percentage. The person would later receive a certificate in the post that, if showing a favourable mark, could be used to apply for an insurance discount.

Those attaining mid-range percentages may wish to inform their insurers to eliminate any suspicion that they may be high-risk drivers. As for those who record a poor mark, a brave government would order them to retake their driving tests.

**SP Walters**  
Cardigan, Ceredigion

**ALL OR NOTHING**  
I agree with Bill Barker that front-wheel-drive, track-oriented cars like the

**AUTOCAR** What you're saying on autocar.co.uk

Toyota's bold new TNGA platform

Reinvestment in the quality and materials of the interiors and the handling improvements really could bring the fight to the Germans.  
**Oilburner**

One more thing they should do is hire a decent stylist.  
**jmd67**

Glad to see that they have finally realised the need to upgrade



the interior materials.  
**ordinary bloke**

I hope this marks a better future where they can re-establish their reputation.  
**Daniel Joseph**

Funny how people are queuing up on this forum to tell the long-time world's biggest car company exactly where they are going wrong.  
**RobotBoogie**

Upcoming Ford Focus RS gets a nod from Mark for its real-world appeal



# NEXT WEEK

Inside the magazine – on sale 15 April

## FIRST DRIVE



**Ford C-Max** Do widespread mid-life tweaks keep Ford's MPV on top of its game?



**ROAD TEST**  
**Range Rover Sport SVR**  
Fastest and most powerful Land Rover yet is put through its paces



**MOTORSPORT**  
**The 1000mph challenge**  
The demands facing record holder Andy Green and Bloodhound team

## FIRST DRIVE



**Audi Q7** First impressions of Ingolstadt's bigger, but lighter, seven-seat SUV

CONTENTS SUBJECT TO CHANGE



Does BMW's 3 Series (and siblings) have a road roar problem?

Renaultsport Mégane and Honda Civic Type R are irrelevant to most people.

It is always raining in the UK, so most drivers who may have ambitions to be the next Lewis Hamilton will probably understeer into a hedge (or worse) if such cars are driven with 'Ring attitude.

The Volkswagen Golf R, Audi RS3 and new Ford Focus RS have more real-world performance, refinement, fun and four-wheel-drive security for similar money.

**Mark Fisher**  
via email

### PAST MASTERS

In Steve Cropley's 11 March column, he said that the HB Viva GT he travelled in had a supple ride and he wanted to start a campaign to resurrect 13in wheels. However, from memory, Autocar and Motor write-ups of the day used to chastise the HB Viva for its rather fidgety ride to give it pin-sharp handling.

If a scribe as experienced as Mr Cropley found the HB's ride to be cosseting, this surely is an indication of how much ride comfort has been sacrificed these days to having the right wheel-to-bodywork ratio for showroom appeal, and not always resulting in superior handling traits, either.

In 'The Generation Game' by John Simister (Autocar, 11 March), a 50-year-old P6 Rover could still show modern cars quite a few areas where the game has moved on – regrettably backwards rather than forwards.

Although the P6 was a trendsetter when it was launched, the notion that it can still hold its head high among so many modern cars when it comes to ride and seating comfort, visibility, handling ease and overall charisma must tell contemporary designers something.

**Colin Ong**  
Christchurch, New Zealand

### RUBBER ROAR

So Vicki Parrott discerns "a fair bit of road roar creeping into the cabin" of the BMW 435d xDrive Gran Coupé (First Drive, 11 March). She blames this, in part, on the winter tyres.

Dare I say the following with a hushed voice? In my view, all 3 Series-based BMWs generate too much road noise.

Although I cannot comment from personal experience on the 4 Series, I run a 330d xDrive on both winter and summer tyres and there is (subjectively) little difference in the amount of road noise generated by either set.

One of your competitor magazines commented, at the end of a long-term test, that BMW should install extra soundproofing to reduce the road noise generated by the 3 Series but, apart from that, it has been totally overlooked by the motoring press.

**Anthony Kenney-Herbert**  
via email



# OUR CARS

A week in the life of Autocar's fleet

AUDI  
A6 AVANT



AUDI  
TT



BMW  
X5



CATERHAM  
SEVEN 160



CITROËN  
C4 CACTUS



FORD  
FOCUS



Barnaby Jones

Stan Papior

Andrew Frankel

Colin Goodwin

Lewis Kingston

Tim Dickson



## Mazda 3

**FINAL REPORT** Our Japanese-built hatchback bows out with a jaunt across the Channel in search of winter sun, snow and some serious sideways action

**A**utocar's old hands tell me it's fitting to send a long-terminer off to the great auction in the sky with an epic-level road trip, so with a little help from Mazda – and some willing friends – I did my best to make the 3's exit a doozy. I already intended to take the car snowboarding in Austria (a serious enough commitment in itself), but a phone call from the Mazda press office duly delivered the appropriate level of shock and awe.

"Luc, d'you fancy bringing the 3 along

to see its racing equivalent compete in the Andros Trophy, an ice-capade of horsepower, four-wheel steering and rooster tails?" they asked.

"Er, yes please, PR person doing your job brilliantly, that would be splendid," I replied while stuffing headlight deflectors and breathalyzers into a bag.

Two days later I was stuffing a fresh set of Michelin Pilot Alpin winter tyres onto the 3 itself, an essential snip at £150 per corner, and balanced into pillowty perfection by a local firm for less than

the price of lunch on the ferry crossing.

Also on the 'to do' list was a roof box, which is the kind of optional extra you probably don't think about ticking in the showroom when you're specing your new car but then need suddenly and desperately later. Not wanting to have a snowboard (or three) jabbing me in the ribs across Europe, I had the Thule Pacific 200 mounted atop a shiny new set of roof bars before you can say 'piste'. Said snowboards fitted lengthwise with microns to spare,

leaving enough room for some bags alongside – perfect, really, although I must say the four hand-tightened clamps did play on my mind during some heavy-duty autorouting. Then again, the thing didn't move so much as a millimetre during the whole trip, so I suspect it's all up to snuff.

Frankly, the same can be said for the 3 in general. Aside from putting mega-distances with colleagues on the adjoining pages, I haven't done much continent-hopping on a privateer basis,

LOVE IT



**PRACTICALITY**  
That 364-litre boot really can swallow a surprising amount of stuff.



**RANGE**  
For a petrol engine, the relatively frugal 3 kept fill-ups to a minimum.



**HANDLING**  
It's no hot hatch, but the 3's chassis balance is impressive nonetheless.



**DESIGN**  
Mazda's sober styling appeals more the longer you live with it.

LOATHES IT



**SAT-NAV GUIDANCE**  
Not being able to fully silence the directions drove me to distraction.

JAGUAR  
F-TYPEKIA  
SOUL EVMAZDA  
3MINI  
COOPERRANGE ROVER  
SPORTRENAULT  
TWINGOTOYOTA  
GT86VOLKSWAGEN  
GOLF RVOLVO  
V60

Nic Cackett

Hilton Holloway

Luc Lacey

Mark Tisshaw

Steve Cropley

Matthew Burrow

Matt Prior

Allan Muir

Hilton Holloway



Luc made do with a Thule roof box for his tentative foray into the world of ice racing, but Mazda's Andros Trophy championship-winning 3 is a little bit more heavily modified



Winter tyres did a fantastic job in the Alps



Step one of cross-Channel road trip prep



The fully laden road trip to Austria shone a light on the 3's all-round usefulness

## The 3 remains unfazed while absorbing all and any punishment thrown at it

and had worried how the Mazda would hold up filled to the brim not only with gear but also with mates. But any latent anxiety had upshifted into enjoyment by the time we had sliced France in two. The Mazda simply got on with soaking up the countryside in its own precisely engineered way, leaving its occupants to absorb the kind of cultural experience that you simply don't get when you're hopping between airports. And if that experience includes the occasional visit to questionable restaurants with surly French waitresses, then that just feels all part and parcel of the rich tapestry of a memorable road trip.

Our first proper port of call was Saint-Dié-des-Vosges, where the final part of the six-round Andros Trophy season played out. By this point Mazda's Jean-Philippe Dayraut had already

won the championship, claiming his sixth title in the series. The Mazda 3 he did it with is predictably somewhat different from the cooking model we'd arrived in. It's built on a spaceframe chassis and armed with a 340bhp V6 matched to a sequential gearbox and four-wheel drive (not to mention the all-wheel steering). These snow-churning monsters are engineered to produce the kind of slip angles that require them to wear windscreen wipers on their side windows. As a spectator sport, the racing is spellbinding, and it was a real privilege when all was said and done to nose our 3 onto the track for some pics.

However, the car's chance to prove its own mettle on the slushy stuff really came five hours later when we finally made it to Ischgl. I'd not really had any experience of winter tyres in their

natural setting before, but after using the car every day to ferry us between lodgings and ski lifts, over icy roads and snowy inclines, I'm absolutely sold on their superiority to four-wheel drive. The truly amazing thing about their quiet tenacity is the fact that even in an utterly alien environment, they let the Mazda get on with doing what it does best, which is to remain completely unfazed while absorbing all and any punishment thrown at it.

That's the least, you may say, you'd expect from any hatchback. But the 3's broad-batted ability – its practicality, reliability, comfort levels and efficiency (which didn't even drop dramatically with the addition of the roof box) – are packaged so neatly that there's barely a snag anywhere on which to hang a grievance. For some, that would rankle as a deficiency in character. Not me, though. I suspect I'm going to look back on my first long-termer with genuine fondness for some time to come.  
[luc.lacey@haymarket.com](mailto:luc.lacey@haymarket.com)

## TEST DATA

### MAZDA 3 2.0 120PS SPORT NAV

**TEST STARTED** 7.4.14

**Mileage at start** 7500

**Mileage at end** 20,579

#### PRICES

**List price then** £19,895

**List price now** £20,195

**As tested** £21,435

**Dealer value now** £14,650

**Private value now** £13,500

**Trade value now** £12,050

#### OPTIONS

Metallic paint £540, black leather interior £1000

#### CONSUMPTION AND RANGE

**Claimed economy** 55.4mpg (combined)

**Fuel tank** 51 litres

**Test average** 38.2mpg

**Test best** 42.5mpg

**Test worst** 32.2mpg

**Real-world range** 429 miles

#### TECH HIGHLIGHTS

**0-62mph** 8.9sec

**Top speed** 121mph

**Engine** 4 cyls in line, 1998cc, petrol

**Max power** 118bhp at 6000rpm

**Max torque** 155lb ft at 4000rpm

**Transmission** 6-spd manual

**Boot** 364 litres

**Wheels** 7Jx18in

**Tyres** 215/45 ZR18

**Weight** 1355kg

#### SERVICE AND RUNNING COSTS

**Contract hire rate** £258.19

**CO<sub>2</sub>** 119g/km

**Service costs** £178.81

**Other costs** None

**Fuel costs** £1725

**Running costs inc fuel** £1903.81

**Cost per mile** 14.6 pence

**Depreciation** £9385

**Cost per mile inc dep'n** 86 pence

**Faults** None

#### PREVIOUS REPORTS

30 Apr 2014, 28 May, 6 Aug, 10 Sep, 24 Sep, 15 Oct, 5 Nov, 26 Nov, 24 Dec, 21 Jan 2015, 11 Feb

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# Volkswagen Golf R

**FIRST REPORT** Last November we ranked the Golf R as the best new car on sale in the UK. Now we've got nine months to see if that label sticks in the grind of everyday life

**F**inally, the wait is over. It's been a whole year since deliveries of the latest Volkswagen Golf R got under way in the UK, a year since we discovered what a high-achieving driver's car the mega-hatch is in Mk7 guise. For various reasons, we've had to bide our time until now to get our hands on one for long-term appraisal, getting more and more excited as the Golf R won our 'best in the wet' shootout (22 October issue) and then earned the number one spot in our list of the top 50 cars on sale in the UK (26 November).

On the face of it, the Golf R represents remarkable value for money. For just a whisker over £30k in three-door manual form, you get 296bhp from a turbocharged 2.0-litre engine, all-wheel drive and a level of performance well beyond that of regular hot hatches such as the Ford Focus ST. The five-door, dual-clutch automatic Golf R we've

chosen starts at £32,220, but that's still significantly cheaper than performance rivals such as the BMW M135i auto and Mercedes-Benz A45 AMG.

Whichever bodystyle you go for (there's also going to be an intriguing estate version soon), the Golf R is a handsome-looking (if understated) car by hatchback standards, especially with the Lapis Blue paintwork and optional 19in 'Pretoria' alloy wheels of our car. I've never been a fan of the factory wheel offerings on fast Golfs in the past, GTI included, so it's pleasing to find that there's a genuinely desirable option on the R this time.

Inside, we've upgraded to Carbon/Grey nappa leather – a strange name, given that the centre sections are actually beige, but the two-tone hide does a welcome job of brightening up the cabin. It costs a hefty £2615, but for that you also get the heated front

seats that would otherwise be part of the winter pack (which becomes hardly worth having, I now realise, because all it adds is heated windscreen washer jets).

Other desirable options fitted to our car include the Discover Navigation Pro multimedia upgrade (£1765), with an 8.0in touchscreen, and the £815 Dynamic Chassis Control, which brings adaptive dampers and a revised batch of driving modes that includes a relaxed Comfort setting. Among the five modes, there's also a Race setting that allows the driver to fully deactivate the stability control for the first time, and Eco, which introduces a coasting function for economical cruising.

Although my normal preference these days is an automatic gearbox over a manual, in the Golf R's case the decision wasn't clear-cut in favour of two pedals. The DSG model may be slightly quicker (0-62mph in 4.9sec, compared

with 5.1sec for the manual) and more economical (40.9mpg versus 39.8mpg), but VW's six-speed dual-clutch automatic gearbox isn't necessarily the best of its breed for smoothness or shift speed, so I've got my fingers crossed that we've made the right choice.

First impressions, though, are overwhelmingly positive. The Golf R is not only effortlessly fast but also sounds amusingly growly under acceleration (synthesised but a welcome dose of character nonetheless), and it takes no time at all to realise that the way it rides, handles and steers is really rather special. It's incredibly comfortable by most performance hatchback standards, too.

Although the Golf R's star quality is already evident, we're confident that there's much more to learn about it from living with one for nine months. Personally, I'll be interested to see if the VW can supplant the six-cylinder BMW M135i auto as my favourite mega-hatch. That won't be an easy task, but the Golf R appears to have all of the tools required. Either way, it's going to be a rewarding nine months for all of us.  
allan.muir@haymarket.com



Seats and driving position are first class; leather costs £2615



Even on these 19in wheels, the ride is remarkably sophisticated

## Volkswagen Golf R DSG

<b>Price</b>	£32,220	<b>Price as tested</b>	£39,100
<b>Options</b>	Carbon/Grey nappa leather and heated front seats £2615, Discover Navigation Pro £1765, 19in Pretoria alloy wheels £895, Dynamic Chassis Control £815, Lapis Blue metallic paint £540, winter pack £250		
<b>Economy</b>	26.9mpg	<b>Faults</b>	None
<b>Expenses</b>	None		

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# Range Rover Sport

**Mileage | 10,035** At last, we remembered to try our super-useful SUV's sportiest mode

The trouble with a vehicle like our Range Rover Sport is that even as the mileage forges into five figures – an inexorable progression in something so convenient, comfortable and useful – you get so mesmerised with its all-round utility that you forget to savour it as a driver's car.

Which is why, during its first weeks here, we didn't get around to going for a decent drive with the Terrain Response set to its new Dynamic setting, the one that learns lessons from Jaguar about ride rates and handling balance and is supposed to give the Sport a turn of character that suits its name.

However, early one Sunday morning, with the sun peeping over the horizon and the first birds of spring tweeting with some determination, I stepped into the Sport for a 240-mile drive from the Cotswolds into central Wales and back – one up and under a fair bit of time pressure. This time I twisted the dial to Dynamic, which promised firmer suspension, special adaptive damping, better turn-in and sharper steering.

What you first notice through the steering wheel is a reduction in assistance; the wheel simply feels heavier in your hands. It takes a few miles to learn that you're also getting



Terrain Response's Dynamic mode is a twist to the left

more centre feel and an enhanced tendency for the vehicle to track dead straight, even over bumps that would normally derange even this big car.

Go a little faster. The steering stays firm but the build-up of effort as you corner is gentle, so you can place the car neatly with the wrists and fingers. And even if it's necessary to add lock (as it can be in a heavy machine negotiating a series of blind bends), it responds quickly without a wrestling match.

Body roll is well contained, so transitions of mass from one side to the other as you progress from cornering left to cornering right – the bugbear of many SUVs – are remarkably well controlled. As with lower-riding cars, you can tailor your cornering speeds to the behaviour of the tyres and not to the rising level of sway and discomfort in your seat.

In this guise, the Sport isn't exactly a supple-riding car any more. There's no

jarring, and bump absorption is still complete and quiet. But 'sporty' is the right description – for ride, steering response and body control. Drive with spirit and the reward for drafting in Jaguar's experts to refine this 4x4's on-road behaviour at speed is laid bare.

On the way home, I did half the journey before I remembered to dial up Dynamic again. Which reveals a problem – if it is a problem. The Sport's default Auto setting is so capable that you hardly miss Dynamic. Select it and you'll enjoy it – and maybe there's a case for modifying the car's system to keep it in place when you stop the car and start it again. But if you only ever drive in Auto mode, the Range Rover will cope. Just as you knew it would.

[steve.cropley@haymarket.com](mailto:steve.cropley@haymarket.com)

## Range Rover Sport 3.0 SDV6 HSE Dynamic

**Price** £66,250 **Price as tested** £70,975

**Economy** 32.9mpg **Faults** Rear tyre replaced (puncture) **Expenses** Rear tyre £238.50

**Last seen** 4.3.15

## THE LOG BOOK



### Jaguar F-Type R Coupe

**Mileage** 10,560 **Last seen** 18.3.15

I've always thought one of the areas where the F-Type would fall down compared with, say, a Porsche 911, was on cabin durability, but our coupé is proving me wrong by hanging together with only the occasional creak as it passes 10,000 miles. It's a shame the same can't be said for the infotainment system, though. It's as dire now as it has ever been. JM



### Renault Twingo

**Mileage** 1300 **Last seen** 18.3.15

The Twingo's boot is proving surprisingly useful. It may not be the biggest in class, but it's a good shape, and the ability to tilt the rear seats slightly forwards means that even on a run to a famous furniture chain, I was able to get some large boxes in without any problem. You wouldn't want to travel far in the rear with the seats in that position, though. MB



### Audi TT

**Mileage** 5660 **Last seen** 18.3.15

They say it's spring, but at times it still feels like winter; I'm still scraping ice from the TT's windscreen on cold mornings. But the Audi does one thing extremely well to reduce the winter blues. Within about a minute of starting, the ventilation system blows out genuinely hot air. I can't remember being in a car that has such a quick heating system. SP



The sportier setting reduces assistance and adds feel



## Soft-tops for silly money

A few hundred quid is all you need to bag a convertible that no one else will touch, says **James Ruppert**

**T**hinking about a convertible now that spring is in the air? Obviously this is precisely the wrong time to buy anything with the roof missing. Except it isn't. If all you want is the wind in your hair without paying a fortune for the privilege, there are plenty of convertibles that normal people might not touch. For the rest of us, they look like a soft-headed soft-top plan.

Renault Mégane Convertible, anyone? There was life beyond the Scénic, you know, and I rather like the turn-of-the-century soft-top. They were often yellow, but if it is a dull silver and has some insurance damage, chances are you can bag one for £295. If that's not classy enough, there are plenty of lovely old Saab 900s and 9-3s down in

the gutter. The roof might be a bit iffy, and again there could be some cosmetic issues that will never buff out, but old Saabs are fun and, sub-£500, they are worth a go. Don't blame me when you're stuck on the hard shoulder, though.

MGFs are still around in massed ranks and are just a teeny bit different from the Mazda MX-5 gang. I continue to argue that this mid-engined little marvel is rather more interesting than the obvious Japanese roadster option.

The soap-bar shape and overheating issues sort of put me off, but because a ratty-looking MG F won't be on a flat capper's radar, they cost just a few hundred quid if you're happy to take a risk, or £1500 if you want full service history and a modicum of confidence.



MG F sets itself apart from MX-5 crowd

I have been hugely tempted by some Princess Di Audi Cabriolets from the early to mid-1990s. No one seems to have decided they are classics, so prices are as low as they'll go; £500 gets a 2.0E insurance job, and even family-owned ones are now £1000. The owners tend to get insulting part-exchange offers and stick them in the classifieds instead. These will have believable histories, too. I don't often tip what's

**No one seems to have decided that Princess Di Audi Cabrios are classics, so prices are as low as they'll go**



**P66** James Ruppert  
Used car expert



**P68** Nigel Donnelly  
Deals expert



**P70** Nic Cackett  
Data expert



A classy Saab 9-3 drop-top can be had for less than £500

## BANGERNOMICS BEST BUYS



### READER'S CAR: SUBARU FORESTER

Mike Mace loves Subaru Foresters and has two. One is called Trolley, because it regularly carries a load of golf trolleys around the Highlands of Scotland. It's a 2000 2.0-litre XT that has recently clocked up 185,000 miles but has never broken down. Mrs Mace really wanted a Forester of her own, so Mike part-exchanged his BMW 330i and purchased a 2.5T automatic. They are very attached to Trolley, because it had taken them throughout Europe, including a seven-week trip ending up near Rome.

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### WHAT CAUGHT MY EYE THIS WEEK: CITROEN XM

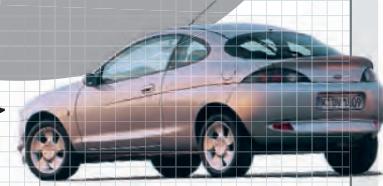
XMs seem to be rarer than rocking horse droppings at the moment, which may explain why the one XM I found for sale was comfortably over £3000.

### USED CAR DILEMMA: FORD PUMA

The Ford Puma is now starting to fade from the collective car buying memory, which is a shame because this is a hugely enjoyable little car. There is rust, but actually they are highly durable and not a lot goes wrong. Buy one.

POCKET-SIZED COUPE

NAMED AFTER A CAT (BUT NOT A JAG).



going to be groovy in the future, but these can only go up.

We can always rely on the Volkswagen Group, and even though the Mk3 Golf was desperately dull, with the roof out of the way they are now starting to look rather okay. A 1.8S at £500 and an MOT that gets you into early summer makes all sorts of sense.

Ford StreetKas are harder to shift now that they live in the nether regions. They can mess with your masculinity, if you care about such things, but you should never view motors as belonging to any particular gender. That's because it will stop you getting into something that's fun to drive. How about a decent-spec Luxury for less than £700? Stop thinking and start buying.

# Not fit to wear the badge

When new, these compromised cars were regarded as letdowns. But they're now cheap enough to be worth a look, says **Nigel Donnelly**

## 1 Aston Martin Cygnet (2011-2013)

Eyebrows were raised when Aston Martin revealed plans to dip a toe into the supermini water. That it chose the 97bhp Toyota iQ as a basis raised them still further. About 150 examples were built, but sales of the £32,000 Cygnet were slow.

In essence, the Cygnet isn't a bad car. It may be a little short on

performance, but it drives well enough and has a handsomely appointed interior and a quality of Aston-applied paintwork that needs to be seen to be appreciated.

Exclusivity ensures that the opulent baby Aston remains an expensive toy. Expect to pay £20k to get one, but if you hold on to it, those prices could well go up.



## 2



## Ford Ka (2008-2015)

The original Ford Ka was cheap to buy, a hoot to drive and seemingly styled to resemble a garden snail. The replacement was and, in fact, remains a dog. Sharing a talentless platform with the Fiat 500, the current Ka entirely lacks the original car's charm and brio. It's nasty to be in, flat to

drive and a criminally poor way to reprise the Ka name.

It's not like buyers haven't noticed, either. The original car was a perennial segment best-seller. The current one isn't even close. Instead, search out a non-rusty original Ka for £1000 and you won't regret it.

## Saab 9-3 (1998-2012)

Saab had a well-earned reputation for building high-quality, thoughtful cars with a definite Swedish quirk and it enjoyed a loyal following as a result. Once the brand was assimilated into General Motors, though, the cost savings were fairly quick to emerge.

The original 9-3 was an improved version of the 900 that preceded it and

sported Saab engines mounted on its requisitioned Vauxhall Cavalier chassis. However, from 1998 onward, the 9-3 was little more than a Vectra in Swedish national costume. The 9-3 looked great and some were properly fast, but it lacked the Scandinavian charisma beloved by those loyal customers, who drifted off to buy premium German cars.

## 3





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## 4 Alfa Romeo Arna (1984-1986)

On paper, it made perfect sense. Match up the pragmatic build of a Nissan with a soulful Alfa flat four and you'd get a well-made, charismatic hatch.

It didn't turn out that way, though. The Arna looked like a Nissan Cherry with a Alfa Romeo grille, because that is what it was. Nearly 62,000 were made, but you'll have to look hard to find one – and if you do, you'll wonder why you bothered.



## 5 Triumph Acclaim (1981-1984)

The arrival of the Honda Ballade with Triumph badging resulted in the fewest warranty claims of any BL car and lots of comfort. But brand evangelists just couldn't accept that it was a Triumph.

With no ties to its Triumph heritage other than decals and the fact that it was assembled in Britain, it was a sad way to sign off this evocative old brand. Rarity ensures that prices are on the up, but £500 will still get you behind the wheel.



## 6 Jaguar X-Type (2001-2009)

Jaguar needed a compact executive car, but Jag fans never took to the X-Type. One reason is that it shared much of its underpinnings with the Ford Mondeo, so it wasn't seen as a 'proper' Jaguar, and conquest sales from German rivals never arrived because it had a choice of thirsty

V6 petrol engines when the market wanted four-cylinder diesels.

Sales never got close to targets, even when the diesels arrived in 2003. Even with a handsome-looking estate variant, plush interiors and a diesel automatic option, the line-up was canned in 2009.

# NEW CARS

# A-Z

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## Autocar's star ratings explained

<b>★★★★★</b>	<b>0-20%</b> Inherently dangerous/unsafe. Tragically, irredeemably flawed.
<b>★★★★★</b>	<b>20-35%</b> Appalling. Massively significant failings.
<b>★★★★★</b>	<b>35-50%</b> Very poor. Fails to meet any accepted class boundaries.
<b>★★★★★</b>	<b>50-60%</b> Poor. Within acceptable class boundaries in a few areas. Still not recommendable.
<b>★★★★★</b>	<b>60-65%</b> Off the pace. Below average in nearly all areas.
<b>★★★★★</b>	<b>65-70%</b> Acceptable. About average in key areas, but disappoints.
<b>★★★★★</b>	<b>70-75%</b> Competent. Above average in some areas, average in others. Outstanding in none.
<b>★★★★★</b>	<b>75-80%</b> Good. Competitive in key areas.
<b>★★★★★</b>	<b>80-85%</b> Very good. Very competitive in key areas, competitive in secondary respects.
<b>★★★★★</b>	<b>85-92%</b> Excellent. Near class leading in key areas, and in some ways outstanding.
<b>★★★★★</b>	<b>93%</b> Brilliant, unsurpassed. All but flawless.



Any car that has had a full Autocar road test is highlighted in yellow.

FOR FULL RESULTS see page 83

Make and Model	Price	Bhp	CO <sub>2</sub> g/km	Insurance group	Make and Model	Price	Bhp	CO <sub>2</sub> g/km	Insurance group	Make and Model	Price	Bhp	CO <sub>2</sub> g/km	Insurance group		
<b>ABARTH</b>					<b>VANTAGE</b> 2dr coupé Stunning Brit sports car. V12 is a new benchmark for Aston	£19195	108	114	14	2.0 TDI 163 Ultra SE Technik	£30920	161	114	27		
<b>500 3dr hatch</b>	Good value hot hatch. In Esseesse trim it's great fun to drive	★★★★★			1.7 V6 N420	£6995	420	328	-	2.0 TDI 110 Sport	£20590	108	114	14		
1.4 T-Jet	£14205 133 155 26				1.7 V8	£8495	420	299	-	2.0 TDI 110 S line	£22745	108	114	15		
<b>500 CONVERTIBLE</b>	2dr open Open-top hot hatch; has a softer ride than the tin-top car	★★★★★			1.7 V8 S	£9995	430	299	-	1.4 TFSI 150 SE ACT	£20495	123	117	16		
1.4 16v Turbo T-Jet	£16005 133 155 27				5.9 V12	£13500	510	388	-	1.4 TFSI 150 Sport ACT	£21345	148	109	21		
<b>PUNTO EVO 3dr hatch</b>	Scorpion-badged Punto is fun, but not the most focused hot hatch	★★★★★			5.9 V12 S	£13800	565	388	50	1.4 TFSI 150 S line ACT	£22745	148	109	21		
1.4 Turbo M'Air	£16857 161 142 30									2.0 TDI 177 quattro S line	£34035	175	139	27		
<b>ALFA ROMEO</b>					<b>VANTAGE ROADSTER</b> 2dr open Drop-top suits the Vantage's relaxed nature	£27450	180	180	quattro Sport	2.0 TDI 177 quattro Black Edit	£40325	237	154	34		
<b>MITO</b> 3dr hatch	Classy, well equipped and cheap. No dynamic benchmark	★★★★★			4.7 V8	£89895	420	299	-	1.6 TD 110 SE	£21445	108	99	16		
1.9 TB Twinair 105 Distinctive	£16701 103 98 13				4.7 V8 S	£110700	430	299	-	1.6 TD 110 Sport	£22845	108	99	15		
9.0 TB Twinair 105 Sprint	£14870 103 99 13				5.9 V12	£150000	510	388	-	2.0 TD 184 Sport	£24995	108	99	17		
9.0 TB Twinair 105 OV Line	£16820 103 98 13									2.0 TD 184 quattro Sport	£25465	175	110	27		
1.4 140 M'air TCT Distinctive	£17620 138 124 19				<b>DB9 VOLANTE</b> 2dr open Facelift a big improvement dynamically	£131995	470	333	-	2.0 TD 184 S line	£28375	175	124	33		
1.4 140 M'air TCT OV Line	£18370 138 124 20				5.9 V12	£18995	565	335	-	2.0 TD 184 S line	£27615	175	110	28		
1.4 170 M'air O'Verde	£20210 168 139 26									<b>A5 5dr sportback</b> Refined four-door, but short	£45					
1.3 JTDM-2 85 Sprint	£15415 94 90 11				<b>A3 CABRIOLET</b> 2dr open A measured success, but the sun sacrifices make it fun free	£141995	470	333	-	1.8 TFSI 170 Black Edition	£32615	168	136	27		
1.3 JTDM-2 105 Distinctive	£16655 94 90 11				4.7 V8	£89895	420	299	-	1.8 TFSI 170 Sport	£29635	148	114	23		
1.6 JTDM-2 120 D'live S-S	£17820 118 114 19				5.9 V12	£131995	470	333	-	2.0 TDI 150 SE	£26085	148	114	22		
1.6 JTDM-2 120 OV Line	£18570 118 114 20									2.0 TDI 150 Sport	£27485	148	114	23		
<b>GIULIETTA</b> 5dr hatch	Stylish, rewarding family hatch. A new era for Alfa	★★★★★			<b>AUDI</b>	£141995	470	333	-	2.0 TDI 150 S line	£31085	148	114	25		
1.4 MultiAir 170 Distinctive	£25630 148 110 20				4.7 V8 S	£18995	420	299	-	2.0 TDI 150 Sport	£28935	148	114	24		
2.0 JTDM 175 Sportiva Nav TCT	£27380 148 110 20				5.9 V12	£131995	470	333	-	2.0 TDI 150 S line	£30475	175	124	33		
1.4 JTDM 2 Progression	£18240 118 149 16									<b>A4 5dr sportback</b> A measured success, but the sun sacrifices make it fun free	★★★★★	1.8 TFSI 170 Black Edition	£34885	175	120	28
1.4 TB 120 Distinctive	£16940 118 149 16				<b>A1 3dr hatch</b>	£16690	123	115	21	1.8 TFSI 170 Sport	£29265	175	120	27		
1.4 TB MultiAir 170 Distinctive	£16940 168 134 23				4.7 V8	£18685	123	117	21	1.8 TFSI 180 Sport	£32225	178	154	26		
1.4 TB MultiAir 170 Exc.	£22740 168 134 23				5.9 V12	£19480	148	122	25	1.8 TFSI 180 quattro S line	£34375	178	154	32		
1.4 TB MultiAir 170 Sportiva N	£24490 168 134 23									2.0 TDI 177 quattro S line	£3415	175	124	37		
1.4 TB MultiAir 170 Spa Nav TCT	£25765 168 121 23				<b>A3 3dr hatch</b>	£17310	123	118	21	2.0 TDI 177 Sport	£29930	178	154	33		
1.6 JTDM 10 Progression	£19170 103 114 16				4.7 V8 S	£19305	123	119	21	2.0 TDI 177 Sport	£27615	175	120	28		
1.6 JTDM 105 Distinctive	£20420 103 114 16				5.9 V12	£18570	118	114	20	2.0 TDI 177 Sport	£28935	148	114	22		
1.6 JTDM 105 Exc.	£22170 103 114 16									2.0 TDI 177 Sport	£32975	178	154	32		
2.0 JTDM 150 Distinctive	£21720 148 110 20				<b>A4 4dr saloon</b>	£17365	118	114	19	2.0 TDI 177 Sport	£32225	178	155	33		
2.0 JTDM 150 Exc.	£23470 148 110 20				4.7 V8	£19360	114	116	19	2.0 TDI 177 Sport	£3415	175	124	37		
2.0 JTDM 150 Sportiva Nav	£25220 148 110 20				5.9 V12	£19980	114	119	26	2.0 TDI 177 Sport	£27615	175	122	33		
4C 2dr coupé	A singular statement. Flawed, perhaps, but the best current Alfa by miles	★★★★★								2.0 TDI 177 Sport	£28195	138	117	23		
					<b>A3 3dr hatch</b>	£45000	237	-	50	2.0 TDI 177 Sport	£28935	148	114	22		
1.75T					4.7 V8	£18570	108	114	20	2.0 TDI 177 Sport	£29265	148	114	22		
<b>ALPINA</b>					5.9 V12	£18995	420	299	-	2.0 TDI 177 Sport	£29585	148	114	22		
<b>B3</b> 2dr coupé	Rapid, useful and cheaper alternative to an M3	★★★★★								2.0 TDI 177 Sport	£30820	175	120	27		
3.0 S Biturbo	£151350 394 224 -				<b>B3 4dr saloon</b>	£18570	108	114	19	2.0 TDI 177 Sport	£30120	175	120	27		
3.0 S 4dr saloon	Rapid, useful and cheaper alternative to an M3	★★★★★			4.7 V8	£18995	108	114	19	2.0 TDI 177 Sport	£30475	175	120	27		
3.0 S Biturbo	£150350 394 224 -				5.9 V12	£18995	108	114	19	2.0 TDI 177 Sport	£30820	175	120	27		
<b>B3 CONVERTIBLE</b> 2dr open	Rapid, useful, cheaper alternative to an M3.	★★★★★								2.0 TDI 177 Sport	£30880	175	120	27		
3.0 S Biturbo	£156450 394 225 -				<b>B3 TOURING</b> 5dr estate	£18995	108	114	19	2.0 TDI 177 Sport	£30880	175	120	27		
3.0 S 5dr estate	Rapid, useful and cheaper alternative to an M3.	★★★★★			4.7 V8	£18995	108	114	19	2.0 TDI 177 Sport	£30880	175	120	27		
3.0 S Biturbo	£151350 394 225 -				5.9 V12	£18995	108	114	19	2.0 TDI 177 Sport	£30880	175	120	27		
<b>B7 4dr saloon</b>	Makes sense on an autobahn but not for the UK	★★★★★								2.0 TDI 177 Sport	£30880	175	120	27		
4.4 V8 Switch-tronic	£19580 500 282 -				<b>B7 4dr saloon</b>	£18995	108	114	19	2.0 TDI 177 Sport	£30880	175	120	27		
4.4 V8 Switch-tronic LWB	£19850 500 282 -				4.7 V8	£18995	108	114	19	2.0 TDI 177 Sport	£30880	175	120	27		
<b>D3 4dr saloon</b>	Precise dynamics with added Alpina kudos and a great engine	★★★★★			5.9 V12	£18995	108	114	19	2.0 TDI 177 Sport	£30880	175	120	27		
3.0 D Biturbo	£46950 345 139 50									2.0 TDI 177 Sport	£30880	175	120	27		
<b>D5 4dr saloon</b>	Rapid, useful and cheaper alternative to an M5	★★★★★			<b>D3 4dr saloon</b>	£18995	108	114	19	2.0 TDI 177 Sport	£30880	175	120	27		
3.0 Bi-Turbo	£55950 340 155 -				4.7 V8	£18995	108	114	19	2.0 TDI 177 Sport	£30880	175	120	27		
<b>XD3 5dr 4x4</b>	Alpina's first SUV is a triumph. Hugely fast, capable and desirable	★★★★★			5.9 V12	£18995	108	114	19	2.0 TDI 177 Sport	£30880	175	120	27		
3.0 XD3	£54950 345 - 49									2.0 TDI 177 Sport	£30880	175	120	27		
<b>ARIEL</b>					<b>A3 3dr hatch</b>	£18995	108	114	19	2.0 TDI 177 Sport	£30880	175	120	27		
<b>ATOM</b> 5dr open	Superbike fast track mentalism. As exhilarating as cars get	★★★★★			4.7 V8	£18995	108	114	19	2.0 TDI 177 Sport	£30880	175	120	27		
245	£29321 245 -				5.9 V12	£18995	108	114	19	2.0 TDI 177 Sport	£30880	175	120	27		
300	£34319 300 -									2.0 TDI 177 Sport	£30880	175	120	27		
V8	£150000 500 -				<b>A4 5dr saloon</b>	£18995	108	114	19	2.0 TDI 177 Sport	£30880	175	120	27		
<b>ASTON MARTIN</b>					<b>A4 5dr saloon</b>	£18995	108	114	19	2.0 TDI 177 Sport	£30880	175	120	27		
<b>RAPIDE</b> 4dr saloon	Four-door Aston is more practical, but just as charming	★★★★★			4.7 V8	£18995	108	114	19	2.0 TDI 177 Sport	£30880	175	120	27		
5.9 V12 S	£149995 550 355 -				5.9 V12	£18995	108	114	19	2.0 TDI 177 Sport	£30880	175	120	27		
										2.0 TDI 177 Sport	£30880	175	120	27		
										2.0 TDI 177 Sport	£30880	175	120	27		
										2.0 TDI 177 Sport	£30880	175	120	27		
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Make and Model	Price	Bhp	CO <sub>2</sub> g/km	Insurance group	Make and Model	Price	Bhp	CO <sub>2</sub> g/km	Insurance group		
3.0 TDI 245 quattro S line	E44985	242	154	39	2.0 TFSI 211 quattro S line	E32415	208	179	25		
<b>A6 4dr saloon</b> The best spring Audi saloon, and one of the most appealing full stop.	★★★★★	2.5 TFSI RS	E43015	306	206	37					
3.0 TDI 320 quattro Black Ed	E50750	316	164	44	2.0 TDI 140 SE	E25600	138	137	18		
3.0 TDI 320 quattro S line	E48575	316	159	43	2.0 TDI 140 S line	E28350	138	137	18		
3.0 TDI 218 Black Edition	E42720	215	127	35	<b>2.0 TDI 177 quattro S line</b>	<b>E27985</b>	<b>175</b>	<b>148</b>	<b>21</b>		
3.0 TDI 218 quattro Black Edn	E44480	215	138	40	<b>2.0 TDI 177 quattro S line</b>	<b>E30735</b>	<b>175</b>	<b>148</b>	<b>21</b>		
3.0 TDI 218 quattro S line	E42305	215	133	39	<b>05 5dr 4x4</b> Exceptionally good handling for an SUV, but very compromised ride.	★★★★★	2.0 TFSI 180 quattro S line PI	E36270	178	174	29
3.0 TDI 218 quattro SE	E39855	215	133	39	116i Sport	E24390	215	137	22		
3.0 TDI 212 quattro Black Edn	E46040	268	154	42	116i SE	E17775	101	127	12		
4.0 TFSI 450 S6	E56000	429	214	42	116i EV	E30686	168	0	21		
2.0 TDI 190 Ultra SE	E31955	187	113	32	116i Range Extender	E33830	168	13	21		
2.0 TDI 190 Ultra S line	E34405	187	114	33	<b>1 SERIES 3dr hatch</b> Measures up on space and comfort now. Still no 3 Series	★★★★★	116i Sport	E19475	101	132	13
2.0 TDI 190 Ultra Black Edn	E36580	187	119	33	116i SE	E18985	134	135	17		
3.0 TDI 218 SE	E38095	215	122	34	116i Sport	E21025	134	131	18		
3.0 TDI 218 S line	E05455	215	125	32	116i M Sport	E22470	134	131	18		
3.0 TDI 212 quattro SE	E41415	268	133	41	116i Urban	E20163	134	131	18		
3.0 TDI 227 quattro S line	E43865	268	133	42	116i SE	E21945	134	132	22		
3.0 TDI 320 quattro SE	E46125	316	159	43	116i Sport	E22945	134	137	22		
<b>A6 AVANT 5dr estate</b> A capable stress buster. Bit of a giant killer.	★★★★★	2.0 TDI 177 quattro S line Plus	E37510	175	145	25					
3.0 TDI 245 quattro S line	E38375	241	169	33	116i SE	E19980	94	109	14		
3.0 TDI 218 Black Edition	E52860	316	164	44	116i Sport	E20774	94	112	15		
3.0 TDI 320 quattro S line	E50575	316	164	43	116d Sport	E20980	94	112	15		
3.0 TDI 218 Black Edition	E44720	215	130	35	116d SE	E08030	114	109	15		
<b>07 5dr 4x4</b> Seven-seat SUV feels its bulk. A BMW X5 or Land Rover is better.	★★★★★	2.0 TDI 150 quattro S line Plus	E36535	148	154	22					
3.0 TDI 218 quattro S line	E44305	215	138	39	116d Sport	E21830	114	114	16		
3.0 TDI 218 quattro SE	E41855	215	138	39	116d M Sport	E32752	114	114	16		
3.0 TDI 218 quattro Black Edn	E48055	268	144	42	116d EfficientDynamics	E20840	114	99	15		
4.0 TFSI 500 S6	E77995	552	223	50	116d Sport	E20830	114	109	14		
4.0 TFSI 450 S6	E58000	429	219	47	116d SE	E30975	181	128	30		
2.0 TDI 190 Ultra SE	E33955	187	113	32	116d Sport	E22975	141	115	20		
2.0 TDI 190 Ultra S line	E36405	187	119	33	116d SE	E24420	141	115	20		
2.0 TDI 190 Ultra Black Edn	E38580	187	124	33	116d Sport	E22620	135	154	30		
<b>3.0 TDI 218 SE</b>	<b>E40995</b>	<b>215</b>	<b>125</b>	<b>34</b>	2.0 TDI 204 S line Plus	E51155	201	187	39		
3.0 TDI 218 S line	E42545	215	125	36	2.0 TDI 204 S line	E43895	201	189	35		
3.0 TDI 212 quattro SE	E43415	268	138	43	2.0 TDI 204 S line	E24205	141	119	24		
<b>A6 ALLROAD 5dr estate</b> Rugged 4x4. Even more pricye.	★★★★★	2.0 TDI 245 quattro S line	E52965	237	195	41					
3.0 TDI 204 quattro	E43810	201	159	31	2.0 TDI 245 quattro S line	E40805	241	169	34		
3.0 TDI 245 quattro	E45350	241	165	36	2.0 TDI 245 quattro S line	E43270	241	169	34		
3.0 TDI 313 quattro	E50115	308	176	41	2.0 TDI 245 quattro S line	E40774	181	110	-		
<b>A7 SPORTBACK 5dr hatch</b> A good mix of luxury, practicality and power.	★★★★★	2.0 TDI 245 quattro S line	E40805	228	149	-					
3.0 TDI 212 quattro S line	E45865	268	138	42	2.0 TDI 245 quattro S line	E57720	335	242	45		
3.0 TDI 320 quattro SE	E48125	316	164	43	<b>TT 2dr coupé</b> TT finds its mojo at last. Drive experience equal to the obvious prestige.	★★★★★	2.0 TDI 245 quattro S line	E40805	228	149	-
3.0 TDI 218 quattro S line	E43415	268	138	43	2.0 TFSI Sport	E29860	228	137	-		
<b>A8 4dr saloon</b> Stylish, comfortable and solid. A convincing exec saloon.	★★★★★	2.0 TFSI Sport quattro	E32785	201	159	35					
3.0 TDI 250 quattro S line	E62185	247	155	46	2.0 TFSI Sport	E34505	181	114	36		
3.0 TDI 333 quattro Black Ed	E53030	328	176	44	2.0 TDI ultra 184 S line	E65220	335	242	47		
3.0 TDI 333 quattro S line	E53030	328	176	44	2.0 TDI ultra 184 Sport	E65220	335	242	47		
3.0 TDI 218 Ultra SE Exec	E45875	215	122	37	2.0 TFSI 180 S line	E34520	181	114	36		
3.0 TDI 218 Ultra S line	E48665	215	122	38	2.0 TFSI 180 Sport	E34520	181	114	36		
3.0 TDI 210 quattro Black Ed	E47630	215	136	41	2.0 TFSI 180 Sport	E34520	181	114	36		
3.0 TDI 218 quattro S line	E50425	215	136	41	2.0 TFSI 230 quattro S line	E37535	237	195	41		
3.0 TDI 218 quattro Black Ed	E52775	215	136	42	2.0 TFSI 230 quattro Sport	E35005	228	154	38		
3.0 TDI 227 quattro S line Exec	E50215	268	136	43	2.0 TFSI 230 Sport	E32045	228	148	37		
3.0 TDI 227 quattro S line	E53005	268	136	43	2.0 TFSI 245 quattro S line	E32045	228	148	37		
3.0 TDI 227 quattro Black Ed	E55355	268	136	43	2.0 TFSI 245 quattro Sport	E37535	242	195	41		
3.0 TDI 320 quattro S line	E56575	316	162	45	<b>4.2FSI 430 V8</b>	<b>E98735</b>	<b>424</b>	<b>332</b>	<b>50</b>		
<b>A8 4dr saloon</b> Stylish, comfortable and solid. A convincing exec saloon.	★★★★★	<b>5.2FSI 520 V10</b>	<b>E126835</b>	<b>518</b>	<b>346</b>	<b>50</b>					
3.0 TDI 250 quattro S line Exec	E62185	247	155	46	<b>5.2FSI 550 V10 Plus</b>	<b>E126835</b>	<b>543</b>	<b>346</b>	<b>50</b>		
3.0 TDI 435 quattro Sport Exec	E77960	429	216	49	<b>R8 SPYDER 2dr open</b> Great noise, and loses little of the coupe's poise.	★★★★★	<b>5.2FSI 550 V10</b>	<b>E126835</b>	<b>543</b>	<b>346</b>	
4.0 TFSI 245 quattro Sport Exec	E62185	247	155	46	<b>R8 2dr coupé</b> Usable, but no less involving and dramatic for it. V10 is brutal.	★★★★★	<b>5.2FSI 520 V10</b>	<b>E123485</b>	<b>518</b>	<b>349</b>	
<b>BAC MONO 2dr open</b> An F-22 Raptor for the road. Only built.	★★★★★	<b>CONTINENTAL GT 2dr coupé</b> A brilliant Audi V8-inspired reboot.	★★★★★	<b>4.2FSI 430 V8</b>	<b>E102385</b>	<b>424</b>	<b>337</b>	<b>50</b>			
4.0 TFSI 520 S8	E80690	513	225	49	<b>5.2FSI 520 V10</b>	<b>E126835</b>	<b>518</b>	<b>346</b>	<b>50</b>		
6.3 W12 500 quattro L	E98100	493	264	50	<b>5.2FSI 550 V10 Plus</b>	<b>E126835</b>	<b>543</b>	<b>346</b>	<b>50</b>		
3.0 TDI 250 quattro S line	E59580	254	155	46	<b>TT 2dr open</b> Heavier and wobblier, but still competent as they come.	★★★★★	<b>5.2FSI 550 V10</b>	<b>E126835</b>	<b>543</b>	<b>346</b>	
3.0 TDI 250 quattro S line L	E63545	254	158	46	<b>TT 2dr open</b> Heavier and wobblier, but still competent as they come.	★★★★★	<b>5.2FSI 550 V10 Plus</b>	<b>E126835</b>	<b>543</b>	<b>346</b>	
3.0 TDI 250 quattro S line Exec	E67690	247	156	46	<b>TT 2dr open</b> Heavier and wobblier, but still competent as they come.	★★★★★	<b>5.2FSI 550 V10</b>	<b>E126835</b>	<b>543</b>	<b>346</b>	
4.0 TFSI 435 quattro Sport Exec	E76160	429	216	49	<b>TT 2dr open</b> Heavier and wobblier, but still competent as they come.	★★★★★	<b>5.2FSI 550 V10 Plus</b>	<b>E126835</b>	<b>543</b>	<b>346</b>	
4.0 TFSI 435 quattro Sport Exec	E77960	429	216	49	<b>TT 2dr open</b> Heavier and wobblier, but still competent as they come.	★★★★★	<b>5.2FSI 550 V10</b>	<b>E126835</b>	<b>543</b>	<b>346</b>	
4.0 TFSI 520 S8	E80690	513	225	49	<b>TT 2dr open</b> Heavier and wobblier, but still competent as they come.	★★★★★	<b>5.2FSI 550 V10 Plus</b>	<b>E126835</b>	<b>543</b>	<b>346</b>	
6.3 W12 500 quattro L	E98100	493	264	50	<b>TT 2dr open</b> Heavier and wobblier, but still competent as they come.	★★★★★	<b>5.2FSI 550 V10</b>	<b>E126835</b>	<b>543</b>	<b>346</b>	
3.0 TDI 250 quattro S line	E59580	254	155	46	<b>TT 2dr open</b> Heavier and wobblier, but still competent as they come.	★★★★★	<b>5.2FSI 550 V10 Plus</b>	<b>E126835</b>	<b>543</b>	<b>346</b>	
3.0 TDI 250 quattro S line L	E63545	254	158	46	<b>TT 2dr open</b> Heavier and wobblier, but still competent as they come.	★★★★★	<b>5.2FSI 550 V10</b>	<b>E126835</b>	<b>543</b>	<b>346</b>	
3.0 TDI 250 quattro S line Exec	E67690	247	156	46	<b>TT 2dr open</b> Heavier and wobblier, but still competent as they come.	★★★★★	<b>5.2FSI 550 V10 Plus</b>	<b>E126835</b>	<b>543</b>	<b>346</b>	
4.0 TFSI 435 quattro Sport Exec	E76160	429	216	49	<b>TT 2dr open</b> Heavier and wobblier, but still competent as they come.	★★★★★	<b>5.2FSI 550 V10</b>	<b>E126835</b>	<b>543</b>	<b>346</b>	
4.0 TFSI 435 quattro Sport Exec	E77960	429	216	49	<b>TT 2dr open</b> Heavier and wobblier, but still competent as they come.	★★★★★	<b>5.2FSI 550 V10 Plus</b>	<b>E126835</b>	<b>543</b>	<b>346</b>	
4.0 TFSI 520 S8	E80690	513	225	49	<b>TT 2dr open</b> Heavier and wobblier, but still competent as they come.	★★★★★	<b>5.2FSI 550 V10</b>	<b>E126835</b>	<b>543</b>	<b>346</b>	
6.3 W12 500 quattro L	E98100	493	264	50	<b>TT 2dr open</b> Heavier and wobblier, but still competent as they come.	★★★★★	<b>5.2FSI 550 V10 Plus</b>	<b>E126835</b>	<b>543</b>	<b>346</b>	
3.0 TDI 250 quattro S line	E59580	254	155	46	<b>TT 2dr open</b> Heavier and wobblier, but still competent as they come.	★★★★★	<b>5.2FSI 550 V10</b>	<b>E126835</b>	<b>543</b>	<b>346</b>	
3.0 TDI 250 quattro S line L	E63545	254	158	46	<b>TT 2dr open</b> Heavier and wobblier, but still competent as they come.	★★★★★	<b>5.2FSI 550 V10 Plus</b>	<b>E126835</b>	<b>543</b>	<b>346</b>	
3.0 TDI 250 quattro S line Exec	E67690	247	156	46	<b>TT 2dr open</b> Heavier and wobblier, but still competent as they come.	★★★★★	<b>5.2FSI 550 V10</b>	<b>E126835</b>	<b>543</b>	<b>346</b>	
4.0 TFSI 435 quattro Sport Exec	E76160	429	216	49	<b>TT 2dr open</b> Heavier and wobblier, but still competent as they come.	★★★★★	<b>5.2FSI 550 V10 Plus</b>	<b>E126835</b>	<b>543</b>	<b>346</b>	
4.0 TFSI 435 quattro Sport Exec	E77960	429	216	49	<b>TT 2dr open</b> Heavier and wobblier, but still competent as they come.	★★★★★	<b>5.2FSI 550 V10</b>	<b>E126835</b>	<b>543</b>	<b>346</b>	
4.0 TFSI 520 S8	E80690	513	225	49	<b>TT 2dr open</b> Heavier and wobblier, but still competent as they come.	★★★★★	<b>5.2FSI 550 V10 Plus</b>	<b>E126835</b>	<b>543</b>	<b>346</b>	
6.3 W12 500 quattro L	E98100	493	264	50	<b>TT 2dr open</b> Heavier and wobblier, but still competent as they come.	★★★★★	<b>5.2FSI 550 V10</b>	<b>E126835</b>	<b>543</b>	<b>346</b>	
3.0 TDI 250 quattro S line	E59580	254	155	46	<b>TT 2dr open</b> Heavier and wobblier, but still competent as they come.	★★★★★	<b>5.2FSI 550 V10 Plus</b>	<b>E126835</b>	<b>543</b>	<b>346</b>	
3.0 TDI 250 quattro S line L	E63545	254	158	46	<b>TT 2dr open</b> Heavier and wobblier, but still competent as they come.	★★★★★	<b>5.2FSI 550 V10</b>	<b>E126835</b>	<b>543</b>	<b>346</b>	
3.0 TDI 250 quattro S line Exec	E6769										

# NEW CARS A-Z

Make and Model	Price	Bhp	CO <sub>2</sub> g/km	Insurance group	Make and Model	Price	Bhp	CO <sub>2</sub> g/km	Insurance group	Make and Model	Price	Bhp	CO <sub>2</sub> g/km	Insurance group	Make and Model	Price	Bhp	CO <sub>2</sub> g/km	Insurance group	Make and Model	Price	Bhp	CO <sub>2</sub> g/km	Insurance group		
328i SE	£31805	242	159	31	425d SE	£35430	215	131	33	525d SE	£36980	215	129	31	X1 5dr 4x4	£32540	215	154	26	CORVETTE 2dr coupé	£62780	181	176	28		
328i Sport	£32105	242	159	31	425d Sport	£36930	215	131	34	525d Luxury	£39910	215	134	40	drive, poor cabin finish	★ ★ ★ ★ ★	ZR1 earns an extra star	★ ★ ★ ★ ★	Left-hand drive heavy hitter.	1.6 e-HDi 92 Feel ET66	£16790	89	92	16		
330d xDrive SE	£37620	255	142	40	425d Luxury	£37930	215	131	34	525d M Sport	£39910	215	134	40	xDrive 25d xLine	£28280	181	176	28	6.2 V8 Grand Sport	£67530	215	316	48		
335d xDrive Luxury	£43020	309	148	43	425d M Sport	£38430	215	135	34	530d SE	£41455	241	134	43	xDrive 20i SE	£28280	181	176	28	6.2 V8 Grand Sport	£62996	215	316	48		
335d xDrive M Sport	£42820	309	148	43	430d Luxury	£40315	255	129	40	530d M Sport	£41470	241	144	43	xDrive 20i Sport	£28280	181	176	28	7.0 V8 Z06	£84238	205	305	50		
335i Luxury	£39760	302	189	37	430d xDrive Luxury	£41945	255	137	40	535d SE	£48920	308	148	45	xDrive 20i xLine	£29280	181	178	29	6.2 V8 ZR1	£123687	638	355	50		
335i M Sport	£39560	302	189	38	430d xDrive M Sport	£42465	255	141	40	535d M Sport	£48920	308	148	45	xDrive 20i Sport	£30280	181	178	29	6.2 V8 Grand Sport	£73228	431	293	50		
320i Sport	£28905	181	123	30	435d xDrive Luxury	£45425	308	143	41	540d SE	£36980	215	129	31	odd SUV best as rear-wheel drive. Good	★ ★ ★ ★ ★	ZR1 earns an extra star	★ ★ ★ ★ ★	Left-hand drive heavy hitter.	1.6 Blue HDi 100 Flair	£17990	99	89	18		
320i Luxury	£31105	181	151	31	435d xDrive M Sport	£45745	308	146	41	540d Luxury	£39910	215	134	40	package, 520d the best	★ ★ ★ ★ ★	6.2 V8 Grand Sport	£26330	141	128	22	1.6 e-HDi 92 Feel ET66	£16790	89	92	16
320i M Sport	£30905	181	151	31	<b>4 SERIES 2dr open</b>	A quality product to be sure but... some of the verve has gone with the roof. ★ ★ ★ ★ ★	510d M Sport	£35865	141	127	31	540d M Sport	£46470	241	144	43	xDrive 18d Sport	£28280	181	176	28	6.2 V8 Grand Sport	£62780	181	316	48
328i Luxury	£34305	242	159	36	420d Luxury	£39880	181	133	31	545d Luxury	£51120	308	149	45	xDrive 18d SE	£26830	141	144	22	6.2 V8 Grand Sport	£62996	215	316	48		
328i M Sport	£34105	242	159	36	420d M Sport	£40380	181	138	31	545i Luxury	£46940	302	179	42	xDrive 18d Sport	£27830	141	144	22	7.0 V8 Z06	£84238	205	305	50		
316d ES	£27575	114	123	20	420d SE	£37380	181	133	30	545i M Sport	£46940	302	179	42	xDrive 18d xLine	£28830	141	144	22	6.2 V8 ZR1	£123687	638	355	50		
316d SE	£28425	114	123	20	420d SE	£37380	181	133	30	545d SE	£48920	308	148	45	xDrive 18d Sport	£30280	181	178	29	6.2 V8 Grand Sport	£73228	431	293	50		
316d Sport	£28725	114	123	20	420d Sport	£38880	181	133	30	520i SE	£35365	181	151	37	xDrive 18d SE	£25530	141	128	22	6.2 V8 Grand Sport	£26330	141	128	22		
318d SE	£29675	141	123	24	428i Luxury	£40220	242	159	36	520i Luxury	£38165	181	162	37	xDrive 18d Efficient Dynamics	£26760	161	119	24	6.2 V8 Grand Sport	£28280	181	128	22		
318d Sport	£29975	141	123	24	428i M Sport	£40720	242	163	37	520i M Sport	£38165	181	162	37	xDrive 18d Eff. Dyn. Business	£28160	181	119	4	6.2 V8 Grand Sport	£28280	181	128	22		
318d Luxury	£32175	141	123	25	428i SE	£37720	242	159	36	528i SE	£38895	242	149	40	xDrive 20d Sport	£26760	181	129	24	6.2 V8 Grand Sport	£28280	181	128	22		
318d M Sport	£31975	141	123	25	428i Sport	£39220	242	159	36	528i Luxury	£41730	242	154	41	xDrive 20d Sport	£27760	181	129	25	6.2 V8 Grand Sport	£28280	181	128	22		
320d SE	£30775	181	125	31	430d M Sport	£45700	255	144	41	528i M Sport	£41730	242	154	41	xDrive 20d M Sport	£29760	181	129	25	6.2 V8 Grand Sport	£28280	181	128	22		
320d Luxury	£33275	181	125	32	435i Luxury	£45680	302	190	39	518d SE	£33065	141	122	30	xDrive 20d SE	£28260	181	148	24	6.2 V8 Grand Sport	£28280	181	128	22		
320d M Sport	£33075	181	125	32	435i M Sport	£46180	302	195	39	518d Luxury	£35865	141	127	31	xDrive 20d Sport	£29260	181	145	23	6.2 V8 Grand Sport	£28280	181	128	22		
320d xDrive Sport	£32705	181	133	30	M4	£61145	425	213	45	520d SE	£34565	181	122	33	xDrive 20d xLine	£30260	181	145	23	6.2 V8 Grand Sport	£28280	181	128	22		
320d xDrive Luxury	£34905	181	133	31	421i SE	£34910	181	154	30	520d M Sport	£37365	181	127	34	xDrive 20d M Sport	£31260	181	145	23	6.2 V8 Grand Sport	£28280	181	128	22		
320d xDrive M Sport	£34705	181	133	31	420i Sport	£36410	181	154	31	520d SE	£37365	181	127	34	xDrive 20d Sport	£33540	215	154	27	6.2 V8 Grand Sport	£28280	181	128	22		
330d SE	£36105	255	135	38	420i Luxury	£37410	181	154	31	525d SE	£39310	215	136	39	<b>X3 5dr 4x4</b>	New X3 has an appealingly organic drive and practical body	★ ★ ★ ★ ★	6.2 V8 Grand Sport	£28280	181	131	26				
330d Luxury	£38605	255	135	38	420i M Sport	£37410	181	154	31	525d M Sport	£42125	215	141	40	xDrive 18d SE	£31295	141	131	26	6.2 V8 Grand Sport	£28280	181	131	26		
330d M Sport	£38405	255	135	38	425d SE	£39240	218	138	34	525d SE	£43655	241	139	43	<b>X3 5dr 20d SE</b>	£33295	181	140	32	6.2 V8 Grand Sport	£28280	181	131	26		
330d xDrive Luxury	£40120	255	142	41	425d Sport	£40740	218	138	34	525d M Sport	£42125	215	141	40	<b>X3 5dr 20d M Sport</b>	£34925	308	153	40	6.2 V8 Grand Sport	£28280	181	131	26		
330d xDrive M Sport	£39920	255	142	41	425d Luxury	£41740	218	138	34	530d SE	£40125	241	144	43	<b>X3 5dr 20d M Sport</b>	£36295	181	141	31	6.2 V8 Grand Sport	£28280	181	131	26		
<b>3 SERIES 5dr hatch</b>	More talented than decent	★ ★ ★ ★ ★	430d xDrive M Sport	£42255	218	142	35	430d xDrive Luxury	£45185	255	139	40	<b>X3 5dr 4x4</b>	New X3 has an appealingly organic drive and practical body	★ ★ ★ ★ ★	6.2 V8 Grand Sport	£28280	181	131	26						
318d SE	£33525	141	122	25	435d xDrive Luxury	£49100	308	151	42	530d M Sport	£51120	308	149	45	<b>X3 5dr 4x4</b>	Respectable enough, but noisy and basic	★ ★ ★ ★ ★	6.2 V8 Grand Sport	£28280	181	131	26				
320d SE	£32155	181	151	31	<b>4 SERIES GRAN COUPE 4dr saloon</b>	A prettier 3-Series. Great driving, and interior. More than GT than sports car	★ ★ ★ ★ ★	535d SE	£51120	308	149	45	<b>X3 5dr 4x4</b>	An downsized X3. Respectable enough, but noisy and basic	★ ★ ★ ★ ★	6.2 V8 Grand Sport	£28280	181	131	26						
320d Luxury	£32405	181	164	31	420d xDrive SE	£35495	181	128	30	530d M Sport	£51500	202	144	43	<b>X3 5dr 4x4</b>	The cheaper X3 is a better option	★ ★ ★ ★ ★	6.2 V8 Grand Sport	£28280	181	131	26				
320d xDrive	£32375	181	164	31	420d Sport	£35495	181	128	30	530d Luxury	£51500	202	144	43	<b>X3 5dr 4x4</b>	Very comfortable and capable. Although the bling M50d should be avoided	★ ★ ★ ★ ★	6.2 V8 Grand Sport	£28280	181	131	26				
328d SE	£34105	242	156	36	420d xDrive Luxury	£34160	181	161	30	530d M Sport	£52635	295	154	44	<b>X3 5dr 4x4</b>	Fine cabin, but only seats four. Poor ride and steering	★ ★ ★ ★ ★	6.2 V8 Grand Sport	£28280	181	131	26				
328d M Sport	£34055	242	156	36	420d xDrive M Sport	£34660	181	161	31	530d SE	£52635	295	154	44	<b>X3 5dr 4x4</b>	Fine cabin, but only seats four. Poor ride and steering	★ ★ ★ ★ ★	6.2 V8 Grand Sport	£28280	181	131	26				
328d Luxury	£34375	181	119	24	435d xDrive Luxury	£41865	306	189	36	530d M Sport	£52635	295	154	44	<b>X3 5dr 4x4</b>	Very comfortable and capable. Although the bling M50d should be avoided	★ ★ ★ ★ ★	6.2 V8 Grand Sport	£28280	181	131	26				
320d Sport	£33375	181	129	30	418d SE	£31695	181	123	23	540d SE	£38045	181	144	43	<b>X3 5dr 4x4</b>	Proves a brilliant visual coupé	★ ★ ★ ★ ★	6.2 V8 Grand Sport	£28280	181	131	26				
320d Luxury	£34375	181	129	30	418d Sport	£31695	181	123	23	540d M Sport	£38045	181	144	43	<b>X3 5dr 4x4</b>	Proves a brilliant visual coupé	★ ★ ★ ★ ★	6.2 V8 Grand Sport	£28280	181	131	26				
320d xDrive	£33375	181	129	30	418d xDrive Sport	£31695	181	129	30	540d SE	£38045	181	144	43	<b>X3 5dr 4x4</b>	Proves a brilliant visual coupé	★ ★ ★ ★ ★	6.2 V8 Grand Sport	£28280	181	131	26				
320d M Sport	£34055	181	129	30	418d M Sport	£31695	181	129	30	540d M Sport	£38045	181	144	43	<b>X3 5dr 4x4</b>	Proves a brilliant visual coupé	★ ★ ★ ★ ★	6.2 V8 Grand Sport	£28280	181	131	26				
320d xDrive Luxury	£34120	181	129	30	418d xDrive Luxury	£31695	181	129	30	540d M Sport	£38045	181	144	43	<b>X3 5dr 4x4</b>	Proves a brilliant visual coupé	★ ★ ★ ★ ★	6.2 V8 Grand Sport	£28280	181	131	26				
320d xDrive M Sport	£33520	181	134	34	420d SE	£32495	2																			

Make and Model	Price	Bhp	CO <sub>2</sub> g/km	Insurance group	Make and Model	Price	Bhp	CO <sub>2</sub> g/km	Insurance group	Make and Model	Price	Bhp	CO <sub>2</sub> g/km	Insurance group	Make and Model	Price	Bhp	CO <sub>2</sub> g/km	Insurance group
1.6 THP 155 Excl.	£23020	154	139	21	1.2 Pop	£10420	68	113	5	1.4 8V GBT	£12785	76	132	8	1.0 TDCi 125 EcoBoost Zetec	£18795	123	108	14
1.6 THP 155 Excl.+	£25420	154	142	22	1.2 Lounge	£11820	68	113	6	1.3 85 MultiJet Easy	£14375	85	90	13	1.0 TDCi 125 EcoBoost Zetec S	£20045	123	108	14
1.6 e-HDI 90 ETG VTR	£20850	91	98	15	1.2 S	£11970	68	113	9	1.3 85 MultiJet GBT	£14875	85	90	13	1.0 TDCi 125 EcoBoost Titanium	£20295	123	108	14
1.6 e-HDI 90 ETG VTR+	£22210	91	98	15	1.2 Cult	£13320	68	113	9						1.0 TDCi 125 EcoBoost X	£22295	123	108	14
1.6 e-HDI 115 VTR+	£22210	113	105	19	1.4 T-Jet Abarth	£14255	133	155	26						1.5T 150 EcoBoost Zetec S	£20545	148	137	14
1.6 e-HDI 115 Excl.	£23510	113	105	18	1.3 MultiJet Lounge	£14220	94	97	15						1.5T 182 EcoBoost Titanium X	£23590	180	137	14
1.6 e-HDI 115 Excl.+	£25910	113	105	19	1.3 MultiJet S	£14370	94	97	14										
2.0 Blue HDi 150 Excl.	£24710	148	110	24	1.3 MultiJet Cult	£15720	94	97	14										
2.0 Blue HDi 150 Excl.+	£27110	148	113	25	<b>500 CONVERTIBLE</b> 2dr open	Desirable, cute city car. Cab a better drive than hatch	★★★★★			1.2 Grand Prix III	£11445	68	115	3	1.6 85 Studio	£13995	84	136	14
<b>DACIA</b>					0.9 TwinAir 105 60	£18170	103	92	15	1.2 Studio Connect	£9445	68	115	3	1.6 125 Style auto	£18545	123	146	14
<b>SANDERO</b> 5dr hatch	A clever budget prospect. But its limitations are unavoidable	★★★★★			0.9 TwinAir 105 Lounge S-S	£16500	103	92	15	1.2 Edge	£9495	68	115	3	1.6 125 Zetec	£19455	123	146	14
0.9 TCe Ambiance	£7595	89	116	6	0.9 TwinAir 85 Colour Therapy	£14970	84	92	15	1.2 Zetec	£10695	68	115	3	1.6 125 Titanium auto	£21045	123	146	14
0.9 TCe Laureate	£8795	89	116	7	0.9 TwinAir 85 S	£17690	84	92	15	1.2 Metal	£11195	68	113	3	2.0 TDCi 120 EcoBoost ST-2	£22195	147	159	35
0.9 TCe Stepway Ambiance	£8395	89	124	8	1.2 Colour Therapy	£13700	68	113	10	<b>B-MAX</b> 5dr mpv	Fiesta dynamics and sliding door	★★★★★			1.6 205 EcoBoost ST-3	£25995	118	98	16
0.9 TCe Stepway Laureate	£9995	89	124	8	0.9 TwinAir 85 S	£16650	84	92	15	1.0 TDCi 120 EcoBoost Zetec	£15495	99	119	9	1.5 TDCi 95 Style	£17995	94	98	11
1.2 Access	£5995	74	135	2	1.2 60	£16490	68	113	10	1.0 TDCi 120 EcoBoost Zetec S	£16695	99	119	10	1.5 TDCi 120 Zetec S	£17045	118	98	11
1.2 Ambiance	£6795	74	135	2	1.2 5	£14970	68	113	10	1.0 TDCi 125 EcoBoost Zetec S	£16095	118	99	13	1.5 TDCi 120 Titanium	£20995	118	98	11
1.2 Laureate	£7995	74	135	2	1.3 MultiJet 60	£18890	94	97	18	1.0 TDCi 125 EcoBoost Zetec X	£17295	119	99	13	1.5 TDCi 120 Titanium X	£22995	118	98	11
1.5 dCi Ambiance	£8595	89	99	8	1.3 MultiJet S	£17370	94	97	18	1.0 TDCi 125 EcoBoost Zetec	£18495	118	99	13	1.6 TDCi 95 Style	£17895	94	109	11
1.5 dCi Laureate	£9795	89	99	10	1.4 16v Turbo T-Jet Abarth	£13350	133	155	27	1.4 90 Studio	£13095	89	139	7	1.6 TDCi 115 Zetec	£19395	118	109	14
1.5 dCi Stepway Ambiance	£9395	89	105	10	0.9 TwinAir 85 Lounge S-S	£15900	84	92	15	1.4 90 Zetec	£14895	89	139	8	1.6 TDCi 115 Zetec S	£20645	118	109	14
1.5 dCi Stepway Laureate	£10995	89	105	11	0.9 TwinAir 85 Cult	£16900	84	92	15	1.6 105 Zetec Powershift	£16595	103	149	10	1.6 TDCi 120 Zetec	£20895	118	99	16
<b>LOGAN MCV</b> 5dr estate	Lacks its stilettos charm. Certainly retains the cheap	★★★★★			0.9 TwinAir 105 Cult	£17500	103	92	15	1.6 105 Titanium Powershift	£17795	103	149	11	2.0 TDCi 150 Titanium	£22335	148	109	16
0.9 Ambiance	£8595	89	116	9	1.2 Pop S-S	£13420	68	113	9	1.6 105 Zetec	£16295	74	109	8	2.0 TDCi 150 Titanium X	£24335	148	109	16
0.9 Laureate	£7995	89	116	11	1.2 Cult	£14700	68	113	10	1.6 TDCi 95 Zetec	£16795	94	104	10	2.0 TDCi 185 ST	£22195	178	110	34
<b>DUSTER</b> 5dr 4x4	Cheap, but cheerfully robust. Surprisingly convincing presence	★★★★★			1.4 MultiJet 140 Cross	£18595	138	-		1.6 TDCi 95 Titanium	£17995	94	104	11	2.0 TDCi 185 ST-2	£23695	178	110	35
<b>FERRARI</b>					1.4 MultiJet 140 Cross Plus	£20345	138	147	-	1.7 140 Studio	£13095	89	139	7	2.0 TDCi 185 ST-3	£25995	178	110	36
<b>F12</b> 2dr coupe	Proper V12 Ferrari with serious exclusivity and appeal	★★★★★			1.4 MultiJet 140 Cross Plus AW	£25845	118	147	-	1.7 140 Zetec	£14845	103	138	12	2.0 TDCi 185 Zetec S	£21395	123	110	14
<b>500</b> 5dr mpv	A costly option, but has the style to fill some of its missing substance	★★★★★			1.4 MultiJet 140 Pop Star	£17595	138	139	-	1.7 140 Zetec Powershift	£14845	103	138	12	2.0 TDCi 185 Zetec S	£21395	123	110	14
<b>500L</b> 5dr hatch	Family styling works rather well as a crossover. Drives okay, too	★★★★★			1.4 MultiJet 140 Lounge	£20845	118	-		1.7 140 Zetec S-S	£13595	79	99	6	2.0 TDCi 185 EcBoost	£18095	99	109	10
<b>FF</b> 2dr coupe	Four-door Ferrari estate has appeal but lacks classic DNA	★★★★★			1.4 MultiJet 140 Lounge	£16690	103	112	11	1.7 140 Zetec S-S	£14595	79	99	7	2.0 TDCi 185 EcBoost Zetec S	£22895	99	109	10
6.3 V12	£239352	730	350	50	1.4 MultiJet 140 Lounge	£18095	94	109	10	1.7 140 Zetec	£15595	123	99	15	2.0 TDCi 185 EcBoost Zetec	£19995	123	110	14
<b>CALIFORNIA</b> 2dr open	Sleek, comfortable and fast. A real improvement	★★★★★			1.4 MultiJet 140 Pop Star	£17595	138	139	-	1.7 140 Zetec	£16595	103	149	10	2.0 TDCi 185 EcBoost Zetec S	£21145	123	110	14
<b>PANDA</b> 5dr hatch	Cheap, practical and very nearly spot-on	★★★★★			1.4 MultiJet 140 Lounge	£17690	94	145	10	1.7 140 Zetec	£16295	103	138	12	2.0 TDCi 185 EcBoost Zetec S	£21145	123	110	14
0.9 TwinAir 85 4x4 Antartica	£14995	84	105	6	1.3 MultiJet 95 Pop Star	£18095	84	105	9	1.7 140 Zetec	£15845	103	138	12	2.0 TDCi 185 EcBoost Zetec S	£21145	123	110	14
1.3 MultiJet 95 Pop Star	£152086	483	270	50	1.4 MultiJet 95 Trekking	£15200	84	105	10	1.7 140 Zetec	£17395	180	138	30	1.5T 150 EcoBoost	£18185	148	128	14
3.9 V8 T	£152086	483	270	50	1.4 MultiJet 95 Trekking	£15200	84	105	10	1.7 140 Zetec	£18395	180	138	30	1.5T 150 EcoBoost Zetec S	£18245	148	128	14
<b>458</b> 2dr coupé	The complete supercar. Calm ride, explosive performance	★★★★★			1.4 MultiJet 140 Lounge	£17690	94	145	10	1.7 140 Zetec	£16195	103	138	12	1.5T 150 EcBoost	£18995	148	128	14
4.5 V8 Italia	£178461	570	307	50	1.3 MultiJet 85 Pop Star	£16690	83	110	8	1.7 140 Zetec	£17395	180	138	30	1.5T 150 EcBoost	£18185	148	128	14
<b>458 SPIDER</b> 2dr open	The complete supercar. Minor roof. A world-class head turner	★★★★★			1.3 MultiJet 85 Lounge	£18090	83	110	9	1.7 140 Zetec	£17395	180	138	30	1.5T 150 EcBoost	£18185	148	128	14
4.5 V8	£189806	570	275	50	1.3 MultiJet 85 Lounge	£18090	83	110	9	1.7 140 Zetec	£17395	180	138	30	1.5T 150 EcBoost	£18185	148	128	14
<b>FIAT</b>					1.3 MultiJet 85 Trekking	£17340	94	145	10	1.7 140 Zetec	£17395	180	138	30	1.5T 150 EcBoost	£18185	148	128	14
<b>PANDA</b> 5dr hatch	Cheap, practical and very nearly	★★★★★			1.3 MultiJet 85 Trekking	£17340	94	145	10	1.7 140 Zetec	£17395	180	138	30	1.5T 150 EcBoost	£18185	148	128	14
0.9 TwinAir 85 4x4 Antartica	£14995	84	105	6	1.3 MultiJet 85 Trekking	£17340	94	145	10	1.7 140 Zetec	£17395	180	138	30	1.5T 150 EcBoost	£18185	148	128	14
1.3 MultiJet 85 4x4 Antartica	£15995	74	125	10	1.3 MultiJet 85 Trekking	£17340	94	145	10	1.7 140 Zetec	£17395	180	138	30	1.5T 150 EcBoost	£18185	148	128	14
0.9 TwinAir 85 Easy	£11095	84	99	7	1.6 MultiJet 120 Lounge	£20330	118	117	10	1.7 140 Zetec	£17395	180	138	30	1.5T 150 EcBoost	£18185	148	128	14
0.9 TwinAir 85 Lounge	£11095	84	99	7	1.6 MultiJet 120 Pop Star	£18830	83	110	8	1.7 140 Zetec	£17395	180	138	30	1.5T 150 EcBoost	£18185	148	128	14
0.9 TwinAir 85 4x4	£14295	84	114	11	0.9 TwinAir 105 Pop Star	£17330	103	112	11	1.7 140 Zetec	£17395	180	138	30	1.5T 150 EcBoost	£18185	148	128	14
1.2 Pop	£9095	68	120	3	0.9 TwinAir 105 Lounge	£18830	103	112	11	1.7 140 Zetec	£17395	180	138	30	1.5T 150 EcBoost	£18185	148	128	14
1.2 Easy	£9895	68	120	4	1.4 95 Pop Star	£15845	74	145	9	1.7 140 Zetec	£17395	180	138	30	1.5T 150 EcBoost	£18185	148	128	14
1.2 Lounge	£10395	68	120	4	1.4 95 Pop Star	£17340	94	145	9	1.7 140 Zetec	£17395	180	138	30	1.5T 150 EcBoost	£18185	148	128	14
1.3 MultiJet 75 Pop	£11295	74	104	7	1.3 MultiJet 85 Pop Star	£17330	83	110	8	1.7 140 Zetec	£17395	180	138	30	1.5T 150 EcBoost	£18185	148	128	14
1.3 MultiJet 75 Easy	£12095	74	104	7	1.3 MultiJet 85 Lounge	£18830	83	110	9	1.7 140 Zetec	£17395	180	138	30	1.5				



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Make and Model	Price	Bhp	CO <sub>2</sub> g/km	Insurance group	Make and Model	Price	Bhp	CO <sub>2</sub> g/km	Insurance group	Make and Model	Price	Bhp	CO <sub>2</sub> g/km	Insurance group	Make and Model	Price	Bhp	CO <sub>2</sub> g/km	Insurance group	Make and Model	Price	Bhp	CO <sub>2</sub> g/km	Insurance group					
<b>KUGA 5dr 4x4</b> Bigger Kuga has taken a stylistic step backwards, but the strengths remain ★★★★☆	£30245	178	135	22	<b>CIVIC 5dr hatch</b> A real contender, but the lack of rear legroom is a hindrance ★★★★☆	£15975	99	129	5	<b>1.6 i-DTEC Active</b> auto £17710	118	159	9	2.0 i 200 R-Sport	£29745	197	177	5	<b>1.25 i</b>	£10095	83	114	5	<b>LAMBORGHINI HURACAN 2dr coupé</b> An superstar to its bones, but the flaws are just as obvious ★★★★☆	£11995	83	119	5	
2.0 TDCi 180 Titanium X Sport	£32045	178	135	22	1.4 i-VTEC S	£15975	99	129	5	<b>1.6 i-DTEC Premium</b> £20425	118	149	9	2.0 i 240 R-Sport	£30395	237	179	5	<b>1.25 2</b>	£11995	83	119	5	5.2 V10 LP 610-4	£180720	601	-		
1.6 i 150 EcoBoost Titanium XS	£28350	148	154	20	1.4 i-VTEC S-Nav	£16815	99	129	5	<b>1.6 CRDI 110 BlueDrive Class</b> £17495	109	97	11	2.0 i 240 Portfolio	£33745	237	179	5	<b>1.4 2 ISG</b>	£12795	107	124	8	AVENTADOR 2dr coupé	Big, bullish and ballistic. But not perfect ★★★★☆	£1795	89	105	8
1.6 i 182 EcoBoost Titanium XS	£32510	180	179	23	1.6 i-DTEC EX Plus	£25140	118	98	16	<b>1.6 CRDI 120 Blue Drive Style</b> £19895	126	100	13	2.0 d 163 SE	£29775	161	99	-	<b>1.4 CRDI 3 ISG</b>	£13695	107	124	8	6.5 LP700-4	£24280	690	398		
2.0 TDCi 140 Titan X Sport 2WD	£29750	138	139	22	1.6 i-DTEC S	£18755	98	94	15	<b>1.6 CRDI 120 B'Drive Style Nav</b> £21015	126	100	13	2.0 d 163 R-Sport	£30775	161	99	-	<b>CEED 5dr hatch</b> Another looker from Schreyer, but dynamically forgettable ★★★★☆	£14795	89	105	8	LAND ROVER DEFENDER 3dr 4x4	An institution. Unbeatable off road, crude on it ★★★★☆	£15200	83	114	8
2.0 TDCi 163 Titanium X Sport	£31750	138	154	24	1.6 i-DTEC SE Plus	£20570	118	94	15	<b>1.6 CRDI 120 B'Drive Style Nav</b> £21180	118	94	15	2.0 d 163 Portfolio	£32975	161	99	-	<b>1.4 98 VR7</b>	£15200	83	114	8	90.2 XD5 8S Wagon	£20500	201	171	29	
1.6 i 150 EcoBoost Zetec 2WD	£21000	148	145	20	1.6 i-DTEC SE Plus-Nav	£21000	148	145	20	<b>1.6 CRDI 10 Blue Drive Active</b> £18595	109	97	11	2.0 d 180 SE	£30275	178	109	-	<b>1.4 CRDI 8 VR7</b>	£16490	89	114	8	90.2 XD5 8S	£20500	201	171	29	
1.5 i 150 EcoBoost Zetec 2WD	£21000	148	143	20	1.6 i-DTEC S-Nav	£19365	118	94	15	<b>1.6 CRDI 10 Blue Drive Active</b> £18595	109	110	11	2.0 d 180 Prestige	£31275	178	109	-	<b>1.4 CRDI 9 VR7</b>	£14605	99	139	7	90.2 XD5 8S	£20500	201	171	29	
1.5 i 150 EcoBoost Titanium	£22645	148	143	20	1.6 i-DTEC SR	£23140	118	94	16	<b>1.6 CRDI 120 Blue Drive Style</b> £19895	126	100	13	2.0 d 180 R-Sport	£33025	178	109	-	<b>1.4 CRDI 10 VR7</b>	£16605	99	143	8	90.2 XD5 8S	£20500	201	171	29	
1.5 i 150 EcoBoost Titanium X	£25395	148	143	20	1.8 i-VTEC EX Plus	£23935	99	145	15	<b>1.6 CRDI 120 Blue Drive Style Nav</b> £22115	126	115	13	2.0 d 180 Portfolio	£33675	178	109	-	<b>1.6 CRDI 123 2 ISG</b>	£17395	128	124	12	90.2 XD5 8S	£20500	201	171	29	
1.6 i 150 EcoBoost Titanium 2WD	£22650	148	154	21	1.8 i-VTEC S	£17635	140	137	13	<b>1.6 CRDI 120 Blue Drive Style</b> £20995	126	108	13	<b>XF 4dr saloon</b> Sublime Brit exec. Great interior and dynamics. XFR a five-star car ★★★★★	£19195	128	124	12	<b>1.6 CRDI 133 4 ISG</b>	£20600	128	137	13	90.2 XD5 8S	£20500	201	171	29	
1.5 i 150 EcoBoost Titanium X	£25400	148	145	21	1.8 i-VTEC SE Plus	£19565	99	145	14	<b>1.6 CRDI 120 Blue Drive Style</b> £19055	118	150	9	<b>1.6 CRDI 120 Blue Drive Style</b> £19055	118	150	9	<b>1.6 CRDI 134 Tech</b>	£22500	128	137	13	90.2 XD5 8S	£20500	201	171	29		
1.5 i 150 Titanium X Sport	£28345	148	143	21	1.8 i-VTEC SE Plus-Nav	£20175	99	145	14	<b>1.6 CRDI 120 Blue Drive Style</b> £18180	140	137	14	<b>1.6 CRDI 134 Tech</b>	£21795	128	124	12	<b>1.6 CRDI 134 Tech</b>	£22500	128	137	13	90.2 XD5 8S	£20500	201	171	29	
1.5 i 182 EcoBoost Zetec 2WD	£21000	148	143	21	1.8 i-VTEC S	£18245	170	179	22	<b>1.6 CRDI 120 Blue Drive Style</b> £18180	140	137	14	<b>1.6 CRDI 134 Tech</b>	£21795	128	124	12	<b>1.6 CRDI 134 Tech</b>	£22500	128	137	13	90.2 XD5 8S	£20500	201	171	29	
1.5 i 182 EcoBoost Zetec AWD	£21000	148	171	21	1.8 i-VTEC SR	£22135	99	145	14	<b>1.6 CRDI 120 Blue Drive Style</b> £18180	140	137	14	<b>1.6 CRDI 134 Tech</b>	£21795	128	124	12	<b>1.6 CRDI 134 Tech</b>	£22500	128	137	13	90.2 XD5 8S	£20500	201	171	29	
1.5 i 182 EcoBoost Titanium	£22645	170	179	21	1.8 i-VTEC EX Plus	£23935	99	145	15	<b>1.6 CRDI 120 Blue Drive Style</b> £19055	118	150	9	<b>1.6 CRDI 134 Tech</b>	£21795	128	124	12	<b>1.6 CRDI 134 Tech</b>	£22500	128	137	13	90.2 XD5 8S	£20500	201	171	29	
1.5 i 182 EcoBoost Titanium X	£25395	148	143	21	1.8 i-VTEC S	£17635	140	137	13	<b>1.6 CRDI 120 Blue Drive Style</b> £20995	126	108	13	<b>1.6 CRDI 134 Tech</b>	£21795	128	124	12	<b>1.6 CRDI 134 Tech</b>	£22500	128	137	13	90.2 XD5 8S	£20500	201	171	29	
1.5 i 182 EcoBoost Titanium X	£25400	148	145	21	1.8 i-VTEC SE Plus	£19565	99	145	14	<b>1.6 CRDI 120 Blue Drive Style</b> £19055	118	150	9	<b>1.6 CRDI 134 Tech</b>	£21795	128	124	12	<b>1.6 CRDI 134 Tech</b>	£22500	128	137	13	90.2 XD5 8S	£20500	201	171	29	
1.5 i 182 EcoBoost Titanium X Sport	£28345	148	143	21	1.8 i-VTEC SE Plus-Nav	£20175	99	145	14	<b>1.6 CRDI 120 Blue Drive Style</b> £18180	140	137	14	<b>1.6 CRDI 134 Tech</b>	£21795	128	124	12	<b>1.6 CRDI 134 Tech</b>	£22500	128	137	13	90.2 XD5 8S	£20500	201	171	29	
<b>C-MAX 5dr mpv</b> As fun to drive as it's easy to live with ★★★★★	£22400	138	139	20	<b>ACCORD 4dr saloon</b> Comfortable interior. Fiddly dash and forgettable drive ★★★★☆	£26140	110	133	16	<b>1.6 CRDI 10 Blue Drive Active</b> £17495	114	113	13	<b>1.6 CRDI 10 Blue Drive Active</b> £17495	114	113	13	<b>1.6 CRDI 10 Blue Drive Active</b> £17495	114	113	13	<b>1.6 CRDI 10 Blue Drive Active</b> £17495	114	113	13	<b>1.6 CRDI 10 Blue Drive Active</b> £17495	114	113	13
1.0 T 100 EcoBoost Zetec S	£18150	99	117	10	2.0 i-VTEC S	£23200	154	159	23	<b>1.6 CRDI 10 Blue Drive Active</b> £17495	114	113	13	<b>1.6 CRDI 10 Blue Drive Active</b> £17495	114	113	13	<b>1.6 CRDI 10 Blue Drive Active</b> £17495	114	113	13	<b>1.6 CRDI 10 Blue Drive Active</b> £17495	114	113	13				
1.0 T 125 EcoBoost Zetec S	£18650	123	139	13	2.0 i-VTEC S-GT	£24120	154	159	23	<b>1.6 CRDI 10 Blue Drive Active</b> £17495	114	113	13	<b>1.6 CRDI 10 Blue Drive Active</b> £17495	114	113	13	<b>1.6 CRDI 10 Blue Drive Active</b> £17495	114	113	13	<b>1.6 CRDI 10 Blue Drive Active</b> £17495	114	113	13				
1.0 T 100 EcoBoost Titanium S	£19650	99	117	10	2.0 i-VTEC S-GT Nav	£25320	154	159	23	<b>1.6 CRDI 10 Blue Drive Active</b> £17495	114	113	13	<b>1.6 CRDI 10 Blue Drive Active</b> £17495	114	113	13	<b>1.6 CRDI 10 Blue Drive Active</b> £17495	114	113	13	<b>1.6 CRDI 10 Blue Drive Active</b> £17495	114	113	13				
1.0 T 125 EcoBoost Titanium S	£20450	123	139	13	2.0 i-VTEC S-E Plus	£20365	118	99	15	<b>1.6 CRDI 10 Blue Drive Active</b> £17495	114	113	13	<b>1.6 CRDI 10 Blue Drive Active</b> £17495	114	113	13	<b>1.6 CRDI 10 Blue Drive Active</b> £17495	114	113	13	<b>1.6 CRDI 10 Blue Drive Active</b> £17495	114	113	13				
1.0 T 125 EcoBoost Titanium S-X	£22150	123	139	13	2.0 i-VTEC S-X ADAS	£17495	114	113	13	<b>1.6 CRDI 10 Blue Drive Active</b> £17495	114	113	13	<b>1.6 CRDI 10 Blue Drive Active</b> £17495	114	113	13	<b>1.6 CRDI 10 Blue Drive Active</b> £17495	114	113	13	<b>1.6 CRDI 10 Blue Drive Active</b> £17495	114	113	13				
1.0 T 105 Zetec	£17655	103	149	11	2.4 i-VTEC EX ADAS	£30285	199	199	27	<b>1.6 CRDI 10 Blue Drive Active</b> £17495	114	113	13	<b>1.6 CRDI 10 Blue Drive Active</b> £17495	114	113	13	<b>1.6 CRDI 10 Blue Drive Active</b> £17495	114	113	13	<b>1.6 CRDI 10 Blue Drive Active</b> £17495	114	113	13				
1.6 i 150 EcoBoost Titanium S-X	£22085	148	145	21	2.1 i-DTEC EX 150	£25400	148	138	24	<b>1.6 CRDI 10 Blue Drive Active</b> £17495	114	113	13	<b>1.6 CRDI 10 Blue Drive Active</b> £17495	114	113	13	<b>1.6 CRDI 10 Blue Drive Active</b> £17495	114	113	13	<b>1.6 CRDI 10 Blue Drive Active</b> £17495	114	113	13				
1.6 i 182 EcoBoost Zetec S-X	£23605	148	144	22	2.1 i-DTEC EX 150	£25400	148	138	24	<b>1.6 CRDI 10 Blue Drive Active</b> £17495	114	113	13	<b>1.6 CRDI 10 Blue Drive Active</b> £17495	114	113	13	<b>1.6 CRDI 10 Blue Drive Active</b> £17495	114	113	13	<b>1.6 CRDI 10 Blue Drive Active</b> £17495	114	113	13				
1.6 i 182 EcoBoost Zetec	£23605	148	144	22	2.1 i-DTEC EX 150	£25400	148	138	24	<b>1.6 CRDI 10 Blue Drive Active</b> £17495	114	113	13	<b>1.6 CRDI 10 Blue Drive Active</b> £17495	114	113	13	<b>1.6 CRDI 10 Blue Drive Active</b> £17495	114	113	13	<b>1.6 CRDI 10 Blue Drive Active</b> £17495	114	113	13				
1.6 i 182 EcoBoost Zetec	£23605	148	144	22	2.1 i-DTEC EX 150	£25400	148	138	24	<b>1.6 CRDI 10 Blue Drive Active</b> £17495	114	113	13	<b>1.6 CRDI 10 Blue Drive Active</b> £17495	114	113	13	<b>1.6 CRDI 10 Blue Drive Active</b> £17495	114	113	13	<b>1.6 CRDI 10 Blue Drive Active</b> £17495	114	113	13				
1.6 i 182 EcoBoost Zetec	£23605	148	144	22	2.1 i-DTEC EX 150	£25400	148	138	24	<b>1.6 CRDI 10 Blue Drive Active</b> £17495	114	113	13	<b>1.6 CRDI 10 Blue Drive Active</b> £17495	114	113	13	<b>1.6 CRDI 10 Blue Drive Active</b> £17495	114	113	13	<b>1.6 CRDI 10 Blue Drive Active</b> £17495	114	113	13				
1.6 i 182 EcoBoost Zetec	£23605	148	144	22	2.1 i-DTEC EX 150	£25400	148	138	24	<b>1.6 CRDI 10 Blue Drive Active</b> £17495	114	113	13	<b>1.6 CRDI 10 Blue Drive Active</b> £17495	114	113	13	<b>1.6 CRDI 10 Blue Drive Active</b> £17495	114	113	13	<b>1.6 CRDI 10 Blue Drive Active</b> £17495	114	113	13				
1.6 i 182 EcoBoost Zetec	£23605	148</td																											

# NEW CARS A-Z

Make and Model	Price	Bhp	CO <sub>2</sub> g/km	Insurance group	Make and Model	Price	Bhp	CO <sub>2</sub> g/km	Insurance group	Make and Model	Price	Bhp	CO <sub>2</sub> g/km	Insurance group	Make and Model	Price	Bhp	CO <sub>2</sub> g/km	Insurance group	Make and Model	Price	Bhp	CO <sub>2</sub> g/km	Insurance group								
EXIGE 2dr coupé Sharp, uncompromising track car. Unforgiving on road	£37205	217	175	143	★★★★★	2.0i Sport Tech	£23095	158	181	26	E250 SE	£32775	208	144	38	MG6 5dr hatch	Good dynamics and space. Poor finish and running costs	★★★★★	★★★★★	1.2 iHD-i 200 GT	£19100	197	139	100								
5.3 V6 S	£54610	345	236	47	EVORA 2dr coupé Sublime combination of pliant ride and sweet handling	★★★★★	2.0i Sport Tech Nav	£23295	158	181	26	E300 BlueTEC Hybrid AMG Line	£44165	201	174	13	1.2 iD-S Visia	£12045	97	95	10	1.2 iHD-i 200 Active	£13245	67	91	11						
3.5 V6 S	£53080	276	217	50	650S 2dr open	Extraordinary pace and handling. The car the 12C should have been	★★★★★	E300 BlueTEC Hybrid SE	£41670	201	174	14	1.8 TCi GT	£15455	158	174	13	1.2 iD-S Acenta	£13045	97	99	10	1.4 HDi Active	£14195	67	91	11					
3.5 V6 S	£54980	276	217	50	650S 2dr open	More of the same although noisier - and better for it	★★★★★	E300 BlueTEC AMG Line	£43015	248	159	44	1.8 TCi GT	£16955	158	174	14	JUKE 5dr hatch	High-riding, fugly hatch is a compelling package. High CO <sub>2</sub>	★★★★★	★★★★★	1.4 HDi Style	£14945	67	98	10						
3.5 V6 S	£58850	276	217	50	3.8 V8	£195250 641 - 50	E63 AMG S	£75905	549	234	47	1.9 DTi GT	£16995	148	129	13	1.2 iD-T Acenta	£15320	114	129	12	1.6 e-HDI 92 Style	£15595	91	95	17						
3.5 V6 S	£62290	345	229	50	3.8 V8	£195250 641 - 50	E63 AMG S	£85900	548	234	47	1.9 DTi GT	£18195	148	129	14	1.2 iD-T Acenta Premium	£16470	114	129	12	1.6 e-HDI 92 XY	£16245	91	95	17						
3.5 V6 S	£64190	345	229	50	P1 2dr coupé	Other-worldly. As worthy of a place in hypercar history as the F1	★★★★★	E250 AMG Line	£38420	181	140	39	1.9 DTi GT SE	£20195	148	129	14	1.2 iD-T Tekna	£17670	114	129	12	1.6 e-HDI 115 XY	£18545	113	99	20					
3.5 V6 S	£66850	345	229	50	MASERATI GHIBLI 4dr saloon	Classy and entertaining but less polished than a 5-Series	★★★★★	E200 AMG Line	£46100	329	176	29	1.6 iD-S Vista	£12045	97	95	10	1.2 iHD-i 200 Active	£13245	67	91	11										
3.0 V6 S	£80094	404	- 50	3.8 V8	£110000 523	275	223	50	E400 AMG Line Plus	£49590	329	185	48	1.6 iD-S Acenta	£13045	97	99	10	1.4 HDi Active	£14195	67	91	11									
3.0 V6 S	£86415	404	246	50	QUATTROPORTE 4dr saloon	Not quite as sophisticated as it might have been.	★★★★★	E220 Bluetec SE	£35905	168	128	33	1.6 iD-S Tekna	£14445	158	174	13	JUKE 5dr hatch	High-riding, fugly hatch is a compelling package. High CO <sub>2</sub>	★★★★★	★★★★★	1.4 HDi Style	£14945	67	98	10						
3.0 V6 S	£84880	271	158	50	GRANTURISMO 2dr coupé	Fantastic looks and soundtrack, average chassis	★★★★★	E220 Bluetec AMG Line	£40730	208	121	49	1.6 iD-T Vista	£19100	188	159	21	1.6 iD-T 190 Tekna	£19090	188	159	21	1.0 VTi Active	£10795	67	95	9					
4.2 V8	£82140	400	330	50	4.7 V8 Sport	£16995 400 330 50	A180 SE	£20715	121	128	18	1.6 iD-T 200 Nismo	£13750	102	108	14	1.6 iD-T 200	£1650	197	159	21	1.0 VTi Active +	£12045	67	99	6						
4.7 V8 Sport	£90390	453	354	50	4.7 V8 Sport	£16995 400 330 50	A180 CDI SE	£20715	121	128	18	1.5 Cooper	£15300	134	105	20	1.5 dci Visia	£15320	114	129	12	1.0 VTi Active	£12995	67	99	6						
4.7 V8 Sport	£69230	271	163	50	4.7 V8 Sport	£16995 400 330 50	A180 Sport	£18400	121	131	18	1.5 Cooper	£16470	114	129	12	1.2 iD-T Acenta	£16470	114	129	12	1.0 VTi Active	£13495	81	104	8						
3.0 V6 S	£80094	404	- 50	3.8 V8	£110000 523	275	223	50	A180 Sport	£18400	121	131	18	1.6 iD-T Tekna	£17670	114	129	12	1.2 iD-T Tekna	£13420	93	138	12	1.0 VTi Active	£12545	81	104	8				
3.0 V6 Diesel	£69230	271	163	50	4.7 V8 Sport	£16995 400 330 50	A200 Sport	£23635	154	134	23	1.6 iD-S Vista	£17800	188	159	21	1.6 iD-S Tekna	£17900	188	159	21	1.0 VTi Active	£10795	67	95	9						
4.7 V8 Sport	£98200	433	354	50	4.7 V8 Sport	£16995 400 330 50	A200 CDI Sport	£23635	154	134	23	1.6 iD-S Tekna	£17900	188	159	21	1.6 iD-S Tekna	£17900	188	159	21	1.0 VTi Active	£10795	67	95	9						
4.7 V8 Sport	£102615	453	354	50	MAZDA 5dr hatch	Much more grown-up now. Handsome and comfortable - if slightly less fun	★★★★★	A180 CDI Sport	£22785	107	106	12	1.6 iD-S Vista	£17900	97	133	14	1.6 iD-S Acenta	£17850	121	133	20	1.2 iD-S Acenta	£17850	121	133	20	1.0 VTi Active	£10795	67	95	9
5dr hatch					GRANBRCANO 2dr open	Fantastic looks and soundtrack, average chassis	★★★★★	A180 CDI AMG Sport	£2405	107	106	15	1.6 iD-S Tekna	£17900	107	124	20	1.2 iD-S Tekna	£17900	107	124	20	1.0 VTi Active	£10795	67	95	9					
5dr hatch					4.7 V8 Sport	£16995 400 330 50	A200 AMG Sport	£24165	154	134	24	1.6 iD-S Vista	£17900	107	124	20	1.2 iD-S Tekna	£17900	107	124	20	1.0 VTi Active	£10795	67	95	9						
5dr hatch					4.7 V8 Sport	£16995 400 330 50	A200 AMG Sport	£27440	208	140	33	1.6 iD-S Tekna	£17900	107	124	20	1.2 iD-S Tekna	£17900	107	124	20	1.0 VTi Active	£10795	67	95	9						
5dr hatch					5dr hatch	A slightly odd prospect, but practical and classy	★★★★★	A200 AMG Sport	£27660	168	115	23	1.6 iD-S Vista	£17900	107	124	20	1.2 iD-S Tekna	£17900	107	124	20	1.0 VTi Active	£10795	67	95	9					
5dr hatch					B-CCLASS 5dr hatch	Still the best luxury car in the real world. Calm, refined, rewarding	★★★★★	A200 AMG Sport	£27760	108	96	16	1.6 iD-S Vista	£17900	107	124	20	1.2 iD-S Tekna	£17900	107	124	20	1.0 VTi Active	£10795	67	95	9					
5dr hatch					C-LA 4dr saloon	Attractive from some angles; unattractive from others. Dynamics to match	★★★★★	A200 AMG Sport	£27760	108	96	16	1.6 iD-S Vista	£17900	97	133	14	1.2 iD-S Acenta	£17850	121	133	20	1.2 iD-S Acenta	£17850	121	133	20	1.0 VTi Active	£10795	67	95	9
5dr hatch					Dynamically satisfying, too	★★★★★	A200 AMG Sport	£27760	108	96	16	1.6 iD-S Vista	£17900	97	133	14	1.2 iD-S Tekna	£17900	107	124	20	1.2 iD-S Tekna	£17900	107	124	20	1.0 VTi Active	£10795	67	95	9	
5dr hatch					CLA 4dr saloon	Attractive from some angles; unattractive from others. Dynamics to match	★★★★★	A200 AMG Sport	£27760	108	96	16	1.6 iD-S Vista	£17900	97	133	14	1.2 iD-S Vista	£17900	107	124	20	1.2 iD-S Vista	£17900	107	124	20	1.0 VTi Active	£10795	67	95	9
5dr hatch					CLA 4dr saloon	Attractive from some angles; unattractive from others. Dynamics to match	★★★★★	A200 AMG Sport	£27760	108	96	16	1.6 iD-S Vista	£17900	97	133	14	1.2 iD-S Vista	£17900	107	124	20	1.2 iD-S Vista	£17900	107	124	20	1.0 VTi Active	£10795	67	95	9
5dr hatch					CLA 4dr saloon	Attractive from some angles; unattractive from others. Dynamics to match	★★★★★	A200 AMG Sport	£27760	108	96	16	1.6 iD-S Vista	£17900	97	133	14	1.2 iD-S Vista	£17900	107	124	20	1.2 iD-S Vista	£17900	107	124	20	1.0 VTi Active	£10795	67	95	9
5dr hatch					CLA 4dr saloon	Attractive from some angles; unattractive from others. Dynamics to match	★★★★★	A200 AMG Sport	£27760	108	96	16	1.6 iD-S Vista	£17900	97	133	14	1.2 iD-S Vista	£17900	107	124	20	1.2 iD-S Vista	£17900	107	124	20	1.0 VTi Active	£10795	67	95	9
5dr hatch					CLA 4dr saloon	Attractive from some angles; unattractive from others. Dynamics to match	★★★★★	A200 AMG Sport	£27760	108	96	16	1.6 iD-S Vista	£17900	97	133	14	1.2 iD-S Vista	£17900	107	124	20	1.2 iD-S Vista	£17900	107	124	20	1.0 VTi Active	£10795	67	95	9
5dr hatch					CLA 4dr saloon	Attractive from some angles; unattractive from others. Dynamics to match	★★★★★	A200 AMG Sport	£27760	108	96	16	1.6 iD-S Vista	£17900	97	133	14	1.2 iD-S Vista	£17900	107	124	20	1.2 iD-S Vista	£17900	107	124	20	1.0 VTi Active	£10795	67	95	9
5dr hatch					CLA 4dr saloon	Attractive from some angles; unattractive from others. Dynamics to match	★★★★★	A200 AMG Sport	£27760	108	96	16	1.6 iD-S Vista	£17900	97	133	14	1.2 iD-S Vista	£17900	107	124	20	1.2 iD-S Vista	£17900	107	124	20	1.0 VTi Active	£10795	67	95	9
5dr hatch					CLA 4dr saloon	Attractive from some angles; unattractive from others. Dynamics to match	★★★★★	A200 AMG Sport	£27760	108	96	16	1.6 iD-S Vista	£17900	97	133	14	1.2 iD-S Vista	£17900	107	124	20	1.2 iD-S Vista	£17900	107	124	20	1.0 VTi Active	£10795	67	95	9
5dr hatch					CLA 4dr saloon	Attractive from some angles; unattractive from others. Dynamics to match	★★★★★	A200 AMG Sport	£27760	108	96	16	1.6 iD-S Vista	£17900	97	133	14	1.2 iD-S Vista	£17900	107	124	20	1.2 iD-S Vista	£17900	107	124	20	1.0 VTi Active	£10795	67	95	9
5dr hatch					CLA 4dr saloon	Attractive from some angles; unattractive from others. Dynamics to match	★★★★★	A200 AMG Sport	£27760	108	96	16	1.6 iD-S Vista	£17900	97	133	14	1.2 iD-S Vista	£17900	107	124	20	1.2 iD-S Vista	£17900	107	124	20	1.0 VTi Active	£10795	67	95	9
5dr hatch					CLA 4dr saloon	Attractive from some angles; unattractive from others. Dynamics to match	★★★★★	A200 AMG Sport	£27760	108	96	16	1.6 iD-S Vista	£17900	97	133	14	1.2 iD-S Vista	£17900	107	124	20	1.2 iD-S Vista	£17900	107	124	20	1.0 VTi Active	£10795	67	95	9
5dr hatch					CLA 4dr saloon	Attractive from some angles; unattractive from others. Dynamics to match	★★★★★	A200 AMG Sport	£27760	108	96	16	1.6 iD-S Vista	£17900	97	133	14	1.2 iD-S Vista	£17900	107	124	20	1.2 iD-S Vista	£17900	107	124	20	1.0 VTi Active	£10795	67	95	9
5dr hatch					CLA 4dr saloon	Attractive from some angles; unattractive from others. Dynamics to match	★★★★★	A200 AMG Sport	£27760	108	96	16	1.6 iD-S Vista	£17900	97	133	14	1.2 iD-S Vista	£17900	107	124	20	1.2 iD-S Vista	£17900	107	124	20	1.0 VTi Active	£10795	67	95	9
5dr hatch					CLA 4dr saloon	Attractive from some angles; unattractive from others. Dynamics to match	★★★★★	A200 AMG Sport	£27760	108	96	16	1.6 iD-S Vista	£17900	97	133	14	1.2 iD-S Vista	£17900	107	124	20	1.2 iD-S Vista	£17900	107	124	20	1.0 VTi Active	£10795	67	95	9
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5dr hatch					CLA 4dr saloon	Attractive from some angles; unattractive from others. Dynamics to match	★★★★★	A200 AMG Sport	£27760	108	96	16	1.6 iD-S Vista	£17900	97	133	14	1.2 iD-S Vista	£17900	107	124	20	1.2 iD-S Vista	£17900	107	124	20	1.0 VTi Active	£			

**AUTOCAR TOP FIVES****Family saloons****Ford Mondeo**

From £18,000

Still the saloon king. Practical, well priced, dynamically gifted and now very refined and pretty. All hail. ★★★★★

**Volkswagen Passat**

From £19,000

Good enough to run the Mondeo close, but for all its quality and refinement, it doesn't appeal like the talented Ford. ★★★★★

**Mazda 6**

From £19,000

A huge wheelbase and Skyactiv diesel engine make the 6 look like a steal. Shame interior quality hasn't caught up. ★★★★★

**Skoda Octavia**

From £16,000

A lengthened wheelbase boosts the Octavia from also-ran to title contender. Price growth is understandable. ★★★★★

**Vauxhall Insignia**

From £17,000

The Insignia will finish its life cycle a fundamentally better car than when it started. Latest Whisper diesel's best. ★★★★★

**5**Visit [autocar.co.uk](http://autocar.co.uk) for all of our Top Fives

Make and Model	Price	Bhp	CO <sub>2</sub> g/km	Insurance group	Make and Model	Price	Bhp	CO <sub>2</sub> g/km	Insurance group	Make and Model	Price	Bhp	CO <sub>2</sub> g/km	Insurance group		
1.6 e-HDI 115 Access EGC	£21895	113	113	16	1.2 Tce 120 Dyn'que S MediaNav	£18895	118	125	15	1.0 TFSI 75 Sport	£10380	74	108	2		
1.6 e-HDI 115 Active EGC	£23495	113	123	17	1.5 dci 90 Dyn'que Media Nav	£16595	89	95	12	1.0 MHD 60 S	£8545	59	105	1		
1.6 e-HDI 115 Allure EGC	£25295	113	126	16	1.5 dci 90 Dyn'que S Media N	£18095	89	95	12	Up, Cheaper, though	★★★★★					
1.6 HDi 115 Access	£21045	113	124	16	CLIO 5dr hatch	Attractive, nice to drive and practical.	1.0 60 S AC	£9055	59	105	1	1.0 60 SE	£9980	59	105	1
1.6 HDi 115 Active	£22745	113	128	17	Only the Fiesta does it better	★★★★★	1.0 60 SE	£10345	59	105	1	1.0 60 Mont Carlo	£10590	59	105	2
2.0 HDi 150 Active	£24550	113	135	16	1.2 Tce 120 GT-Line EDC	£17395	118	120	14	1.0 60 Foco	£10600	59	96	1		
2.0 HDi 163 Active auto	£23750	148	138	20	1.6 Renaultsport 200 Lux	£19995	197	144	29	1.0 60 Econotive	£11110	74	105	2		
2.0 HDi 150 Allure	£25550	148	140	20	1.2 75 Expe.	£10995	75	127	7	1.0 75 SE auto	£10730	74	108	2		
2.0 HDi 163 Allure auto	£26750	141	149	19	1.2 75 Expe. +	£12495	75	127	8	1.0 75 Sport	£10380	74	108	2		
<b>R2C 2dr coupé</b>	Classy, interesting, fun coupe.				<b>SKODA</b>	Predictably not quite as good as the VW				<b>CITIGO 3dr hatch</b>	The VW Up in entry-level Skoda format	★★★★★				
Peugeot's got its mojo back	★★★★★									1.0 60 S	£8210	59	105	1		
1.6 THP 155 Sport	£22350	154	154	27	0.9 TCE 90 Dyn'que Media Nav	£14995	89	104	9	1.0 60 SE	£8060	59	105	1		
<b>1.6 THP 155 GT</b>	£24750	154	149	28	0.9 TCE 90 Dyn'que Media Nav	£13745	89	99	9	1.0 60 S AC	£9055	59	105	1		
1.6 THP 200 Sport	£24955	197	155	33	0.9 TCE 90 Dyn'que Media Nav	£14495	89	105	10	1.0 60 SE	£9980	59	105	1		
1.6 THP 200 GT	£27150	197	155	34	0.9 TCE 90 Dyn'que Media Nav	£14495	89	105	10	1.0 60 Mont Carlo	£10590	59	105	2		
1.6 THP 270 R	£32250	266	145	42	1.6 Renaultsport 200	£18995	197	144	29	1.0 60 GreenTech Eleg.	£10000	59	95	1		
2.0 HDi 163 Sport	£24200	161	130	29	1.2 75 Expe.	£10995	75	127	7	1.0 60 GreenTech Eleg.	£10390	74	98	2		
2.0 HDi 163 GT	£26600	161	130	30	1.2 75 Expe. +	£12495	75	127	8	1.0 75 Sport	£10730	74	108	2		
<b>PORSCHE</b>					<b>SKODA</b>	Sharp looks and handling. Cupra format	★★★★★			<b>CITIGO 3dr hatch</b>	The VW Up in entry-level Skoda format	★★★★★				
<b>BOXSTER 2dr open</b>	Honed, toned and cosmetically enhanced. Scarily brilliant	★★★★★								1.0 60 S	£8545	59	105	1		
2.7	£39350	261	192	50	0.9 TCE 90 Dyn'que Media Nav	£16595	89	95	12	1.0 60 S	£8210	59	105	1		
3.4 S	£47725	311	206	43	0.9 TCE 90 Dyn'que Media Nav	£14995	89	104	9	1.0 60 SE	£8060	59	105	1		
3.4 GTS	£53569	326	211	44	0.9 TCE 90 Dyn'que Media Nav	£13745	89	99	9	1.0 60 S AC	£9055	59	105	1		
<b>CAYMAN 2dr coupé</b>	Roof seals the deal. A five-star car by any measure	★★★★★								1.0 60 SE	£9980	59	95	1		
					0.9 TCE 90 Dyn'que Media Nav	£14495	89	103	13	1.0 60 Foco	£10345	59	105	1		
1.5 dci 90 Dyn'que Media Nav	£15845	89	90	13	1.0 60 Foco	£10345	59	105	1	1.0 60 GreenTech Eleg.	£10400	59	95	1		
1.5 dci 90 Eco Expr. +	£14495	89	83	13	1.0 60 Foco	£10345	59	105	1	1.0 60 GreenTech Eleg.	£10740	74	98	2		
1.5 dci 90 Dyn'que Media Nav	£15845	89	90	13	1.0 60 Foco	£10345	59	105	1	1.0 60 GreenTech Eleg.	£10740	74	98	2		
<b>R2C 2dr coupé</b>	Classy, interesting, fun coupe.	★★★★★			<b>SKODA</b>	Sharp looks and handling. Cupra format	★★★★★			<b>CITIGO 3dr hatch</b>	The VW Up in entry-level Skoda format	★★★★★				
Peugeot's got its mojo back	★★★★★									1.0 60 S	£8545	59	105	1		
1.6 THP 155 Sport	£22350	154	149	27	0.9 TCE 90 Dyn'que Media Nav	£14995	89	104	9	1.0 60 S	£8210	59	105	1		
<b>1.6 THP 155 GT</b>	£24750	154	149	28	0.9 TCE 90 Dyn'que Media Nav	£13745	89	99	9	1.0 60 S	£8060	59	105	1		
1.6 THP 200 Sport	£24955	197	155	33	0.9 TCE 90 Dyn'que Media Nav	£14495	89	105	10	1.0 60 S	£9980	59	95	1		
1.6 THP 200 GT	£27150	197	155	34	0.9 TCE 90 Dyn'que Media Nav	£13745	89	105	10	1.0 60 S	£10345	59	105	1		
1.6 THP 270 R	£32250	266	145	42	1.6 Renaultsport 200	£18995	197	144	29	1.0 60 S	£10345	59	105	1		
2.0 HDi 163 Sport	£24200	161	130	29	1.2 75 Expe.	£10995	75	127	7	1.0 60 S	£10110	74	105	2		
2.0 HDi 163 GT	£26600	161	130	30	1.2 75 Expe. +	£12495	75	127	8	1.0 60 S	£10730	74	108	2		
<b>PORSCHE</b>					<b>SKODA</b>	Sharp looks and handling. Cupra format	★★★★★			<b>CITIGO 3dr hatch</b>	The VW Up in entry-level Skoda format	★★★★★				
<b>BOXSTER 2dr open</b>	Honed, toned and cosmetically enhanced. Scarily brilliant	★★★★★								1.0 60 S	£8545	59	105	1		
2.7	£39350	261	192	50	0.9 TCE 90 Dyn'que Media Nav	£16595	89	90	13	1.0 60 S	£8210	59	105	1		
3.4 S	£47725	311	206	43	0.9 TCE 90 Dyn'que Media Nav	£14995	89	104	9	1.0 60 S	£8060	59	105	1		
3.4 GTS	£53569	326	211	44	0.9 TCE 90 Dyn'que Media Nav	£13745	89	99	9	1.0 60 S	£9980	59	95	1		
<b>CAYMAN 2dr coupé</b>	Roof seals the deal. A five-star car by any measure	★★★★★								1.0 60 S	£10345	59	105	1		
					0.9 TCE 90 Dyn'que Media Nav	£14495	89	103	13	1.0 60 S	£10110	74	105	2		
1.5 dci 90 Dyn'que Media Nav	£15845	89	90	13	1.0 60 S	£10345	59	105	1	1.0 60 S	£10600	59	106	1		
1.5 dci 90 Eco Expr. +	£14495	89	83	13	1.0 60 S	£10345	59	105	1	1.0 60 S	£11460	74	108	2		
1.5 dci 90 Dyn'que Media Nav	£15845	89	90	13	1.0 60 S	£10345	59	105	1	1.0 60 S	£12760	74	108	2		
<b>MEGANE 3dr hatch</b>	Stylish and refined but bland.	★★★★★			<b>SKODA</b>	Sharp looks and handling. Cupra format	★★★★★			<b>CITIGO 3dr hatch</b>	The VW Up in entry-level Skoda format	★★★★★				
MEGANE 3dr hatch	Stylish and refined but bland.	★★★★★								1.0 60 S	£8545	59	105	1		
2.7	£39350	261	192	50	0.9 TCE 90 Dyn'que Media Nav	£16595	89	90	13	1.0 60 S	£8210	59	105	1		
3.4 S	£47725	311	206	43	0.9 TCE 90 Dyn'que Media Nav	£14995	89	104	9	1.0 60 S	£8060	59	105	1		
3.4 GTS	£53569	326	211	44	0.9 TCE 90 Dyn'que Media Nav	£13745	89	99	9	1.0 60 S	£9980	59	95	1		
<b>911 2dr coupé</b>	The best just got better. Still more worthy of its iconic status	★★★★★								1.0 60 S	£10345	59	105	1		
3.4 Carrera	£74199	345	212	16	0.9 TCE 90 Dyn'que Media Nav	£14995	89	103	13	1.0 60 S	£10110	74	105	2		
3.4 Carrera 4	£70955	345	216	17	0.9 TCE 90 Dyn'que Media Nav	£13745	89	103	13	1.0 60 S	£10730	74	108	2		
3.4 Carrera 4S	£78119	345	216	17	0.9 TCE 90 Dyn'que Media Nav	£13745	89	103	13	1.0 60 S	£11460	74	108	2		
3.4 Carrera 4S	£78119	345	216	17	0.9 TCE 90 Dyn'que Media Nav	£13745	89	103	13	1.0 60 S	£12760	74	108	2		
3.4 Carrera 4S	£78119	345	216	17	0.9 TCE 90 Dyn'que Media Nav	£13745	89	103	13	1.0 60 S	£13460	74	108	2		
3.4 Carrera 4S	£78119	345	216	17	0.9 TCE 90 Dyn'que Media Nav	£13745	89	103	13	1.0 60 S	£14190	74	108	2		
3.4 Carrera 4S	£78119	345	216	17	0.9 TCE 90 Dyn'que Media Nav	£13745	89	103	13	1.0 60 S	£14890	74	108	2		
3.4 Carrera 4S	£78119	345	216	17	0.9 TCE 90 Dyn'que Media Nav	£13745	89	103	13	1.0 60 S	£15600	74	108	2		
3.4 Carrera 4S	£78119	345	216	17	0.9 TCE 90 Dyn'que Media Nav	£13745	89	103	13	1.0 60 S	£16360	74	108	2		
3.4 Carrera 4S	£78119	345	216	17	0.9 TCE 90 Dyn'que Media Nav	£13745	89	103	13	1.0 60 S	£17145	74	108	2		
3.4 Carrera 4S	£78119	345	216	17	0.9 TCE 90 Dyn'que Media Nav	£13745	89	103	13	1.0 60 S	£17850	74	108	2		
3.4 Carrera 4S	£78119	345	216	17	0.9 TCE 90 Dyn'que Media Nav	£13745	89	103	13	1.0 60 S	£18600	74	108	2		

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## WHAT'S COMING WHEN



**Mercedes-Benz GLE** On sale July  
 The SUV formerly known as the M-Class has now become the GLE, and in doing so it adopts new styling with clear links to the smaller GLE Coupé. The GLE is pitched at the likes of the BMW X5 and Porsche Cayenne and comes with an efficient range of engines. There'll be a hybrid version, too. **Price £49,000 (est)**

**Audi A6** 2017  
 A more stylish look, styled under the watchful eye of Marc Lichte, is promised for Audi's next BMW 5 Series rival.

**BMW X3** 2017  
 Next-generation X3 has already been spotted testing. Expect a longer wheelbase and significant styling changes.

**Nissan Murano** Late 2015  
 Nissan's big SUV returns to the UK with a plusher cabin and more premium positioning.

**Porsche Panamera** Late 2016  
 Porsche is planning big changes for the second generation of its four-seat saloon.

**Rolls-Royce SUV** 2017  
 Rolls-Royce has confirmed that it's working on an SUV model, which currently carries the 'Cullinan' codename.

**Seat Ibiza facelift** Summer 2015  
 One last round of changes for the popular supermini before an all-new version is launched in 2016-2017.

**Toyota Mirai** Summer 2015  
 Toyota's commercial roll-out of hydrogen fuel cell vehicles begins with this futuristic-looking saloon.

**Vauxhall Astra** October 2015  
 Expect Vauxhall's new Ford Focus fighter to be launched soon after a Frankfurt show debut in September.

**Volvo S60 Cross Country** Summer 2015  
 Volvo has created a jacked-up, AWD version of the S60. It will come to market with two engine options.

**Volkswagen Passat GTE** Summer 2015  
 Potent plug-in hybrid Passat gets 215bhp along with 141mpg combined fuel economy.

**Stay up to date with all the latest new car launches with Autocar's new cars calendar. Head to [autocar.co.uk](http://autocar.co.uk)**



**Range Rover SVAutobiography** On sale Summer  
 At just a shade under £150,000, the SVAutobiography takes the crown as the most expensive series production Range Rover yet made. Built by Jaguar Land Rover's Special Vehicle Operations, the ultra-luxury Range Rover is a four-seater with two additional 'Event' seats located on the tailgate. It has two-tone bodywork and there's a 542bhp supercharged 5.0-litre V8 engine under the bonnet. **Price £148,900**

Make and Model	Price	Bhp	CO <sub>2</sub> g/km	Insurance group	Make and Model	Price	Bhp	CO <sub>2</sub> g/km	Insurance group	Make and Model	Price	Bhp	CO <sub>2</sub> g/km	Insurance group				
1.6 TD1 110 Greenline	£21320	108	85	15	<b>SMART</b>	Price	Bhp	CO <sub>2</sub> g/km	Insurance group	<b>AVOCADO</b> 5dr hatch	Probably the best of its ilk, but we'd still pay the premium for a VW Up	★★★★★	★★★★★	1.0 x	£8995	68	95	6
1.6 TD1 110 SE Business G-line	£21170	108	85	15	<b>FORTWO</b> 3dr hatch	A better Fortwo than ever, but there's no new reason to buy it	★★★★★	★★★★★	-	1.0 x-play	£10195	68	95	7				
2.0 TD1 150 Eleg. 4x4	£24780	148	124	20	<b>SMART</b>	-	-	-	-	1.0 x-expression	£11395	68	95	7				
2.0 TD1 150 SE 4x4	£23080	148	124	19	<b>FORFORTWO</b> 3dr hatch	Four doors makes the smart	★★★★★	★★★★★	-	1.0 x-city	£11595	68	95	7				
2.0 TD1 150 SE Business	£21480	148	110	19	<b>SMART</b>	-	-	-	-	1.0 x-clusiv	£11695	68	95	7				
1.2 TSI 105 S	£17330	104	117	13	<b>FORFORTWO</b> 3dr hatch	More mainstream. Still expensive, though	★★★★★	★★★★★	-	<b>YARIS</b> 5dr hatch	Good space and value, but not a class leader	★★★★★	★★★★★	1.2 i16v WVT S AC auto	£13045	95	131	9
1.2 TSI 105 SE	£18680	104	117	13	<b>FORFORTWO</b> 3dr hatch	1.0 T 70 Passion	£11125	70	93	<b>YARIS</b> 5dr hatch	Good space and value, but not a class leader	★★★★★	★★★★★	1.2 i16v WVT S auto	£12535	95	131	9
1.4 TSI 140 SE	£19880	138	121	18	<b>FORFORTWO</b> 3dr hatch	1.0 T 70 Prime	£11820	70	93	<b>YARIS</b> 5dr hatch	Good space and value, but not a class leader	★★★★★	★★★★★	1.2 i16v WVT SE AC auto	£13560	95	131	10
1.4 TSI 140 Eleg.	£21580	138	121	19	<b>FORFORTWO</b> 3dr hatch	1.0 T 70 Proxy	£11820	70	93	<b>YARIS</b> 5dr hatch	Good space and value, but not a class leader	★★★★★	★★★★★	1.2 i16v WVT SE auto	£13595	97	164	33
1.8 TSI 180 Laurin & Klement	£27720	178	141	25	<b>FORFORTWO</b> 3dr hatch	Four doors makes the smart	★★★★★	★★★★★	-	<b>YARIS</b> 5dr hatch	Good space and value, but not a class leader	★★★★★	★★★★★	1.2 i16v WVT S AC auto	£13045	95	131	9
2.0 TD1 220 vRS	£24905	217	142	25	<b>FORFORTWO</b> 3dr hatch	1.0 T 70 Passion	£11620	70	97	<b>YARIS</b> 5dr hatch	Good space and value, but not a class leader	★★★★★	★★★★★	1.2 i16v WVT S AC auto	£13045	95	131	9
1.6 TD1 105 S	£19380	104	99	13	<b>FORFORTWO</b> 3dr hatch	1.0 T 70 Prime	£12315	70	97	<b>YARIS</b> 5dr hatch	Good space and value, but not a class leader	★★★★★	★★★★★	1.2 i16v WVT S AC auto	£13045	95	119	9
1.6 TD1 105 SE	£20730	104	99	13	<b>FORFORTWO</b> 3dr hatch	1.0 T 70 Proxy	£12315	70	97	<b>YARIS</b> 5dr hatch	Good space and value, but not a class leader	★★★★★	★★★★★	1.2 i16v WVT S AC auto	£13045	95	119	9
1.6 TD1 105 Eleg.	£22430	104	99	14	<b>FORFORTWO</b> 3dr hatch	1.0 T 70 Proxy	£12315	70	97	<b>YARIS</b> 5dr hatch	Good space and value, but not a class leader	★★★★★	★★★★★	1.2 i16v WVT S AC auto	£13045	95	119	9
2.0 TD1 150 SE	£21630	148	110	19	<b>FORFORTWO</b> 3dr hatch	1.0 T 70 Edition 1	£13365	70	97	<b>YARIS</b> 5dr hatch	Good space and value, but not a class leader	★★★★★	★★★★★	1.2 i16v WVT S AC auto	£13045	95	119	9
2.0 TD1 150 Scout 4x4	£25530	148	129	-	<b>FORFORTWO</b> 3dr hatch	1.0 T 70 Edition 1	£13365	70	97	<b>YARIS</b> 5dr hatch	Good space and value, but not a class leader	★★★★★	★★★★★	1.2 i16v WVT S AC auto	£13045	95	119	9
2.0 TD1 150 Eleg.	£22330	148	110	20	<b>FORFORTWO</b> 3dr hatch	1.0 T 70 Edition 1	£13365	70	97	<b>YARIS</b> 5dr hatch	Good space and value, but not a class leader	★★★★★	★★★★★	1.2 i16v WVT S AC auto	£13045	95	119	9
2.0 TD1 150 Laurin & Klement	£25650	148	110	22	<b>FORFORTWO</b> 3dr hatch	1.0 T 70 Edition 1	£13365	70	97	<b>YARIS</b> 5dr hatch	Good space and value, but not a class leader	★★★★★	★★★★★	1.2 i16v WVT S AC auto	£13045	95	119	9
2.0 TD1 150 Laurin & Klement 4x4	£29010	148	124	21	<b>FORFORTWO</b> 3dr hatch	1.0 T 70 Edition 1	£13365	70	97	<b>YARIS</b> 5dr hatch	Good space and value, but not a class leader	★★★★★	★★★★★	1.2 i16v WVT S AC auto	£13045	95	119	9
2.0 TD1 184 Scout 4x4	£28205	181	134	-	<b>FORFORTWO</b> 3dr hatch	1.0 T 70 Edition 1	£13365	70	97	<b>YARIS</b> 5dr hatch	Good space and value, but not a class leader	★★★★★	★★★★★	1.2 i16v WVT S AC auto	£13045	95	119	9
2.0 TD1 184 vRS	£25170	181	119	26	<b>FORFORTWO</b> 3dr hatch	1.0 T 70 Edition 1	£13365	70	97	<b>YARIS</b> 5dr hatch	Good space and value, but not a class leader	★★★★★	★★★★★	1.2 i16v WVT S AC auto	£13045	95	119	9
<b>SUPERB</b> 5dr hatch	£19880	148	110	26	<b>FORFORTWO</b> 3dr hatch	1.0 T 70 Edition 1	£13365	70	97	<b>YARIS</b> 5dr hatch	Good space and value, but not a class leader	★★★★★	★★★★★	1.2 i16v WVT S AC auto	£13045	95	119	9
price: E-class for the masses	★★★★★	★★★★★	★★★★★	★★★★★	★★★★★	★★★★★	★★★★★	★★★★★	★★★★★	★★★★★	★★★★★	★★★★★	★★★★★	★★★★★	★★★★★	★★★★★		
1.6 TD1 110 SE Business Green	£20625	103	109	17	<b>KORANDO</b> 5dr hatch	Good for a SsangYong, poor by class standards	★★★★★	★★★★★	★★★★★	<b>AURIS</b> 5dr hatch	Disappointingly average. There are many better rivals	★★★★★	★★★★★	1.2 Jam	£11455	69	124	3
2.0 TD1 140 Eleg.	£24840	138	119	23	<b>KORANDO</b> 5dr hatch	Tarmac more tricky	★★★★★	★★★★★	★★★★★	<b>AURIS</b> 5dr hatch	Disappointingly average. There are many better rivals	★★★★★	★★★★★	1.2 Jam S	£11750	69	118	3
2.0 TD1 150 Laurin & Klement	£25650	148	110	22	<b>KORANDO</b> 5dr hatch	Tarmac more tricky	★★★★★	★★★★★	★★★★★	<b>AURIS</b> 5dr hatch	Disappointingly average. There are many better rivals	★★★★★	★★★★★	1.2 Jam S	£11750	69	118	3
2.0 TD1 150 Laurin & Klement 4x4	£29010	148	124	21	<b>KORANDO</b> 5dr hatch	Tarmac more tricky	★★★★★	★★★★★	★★★★★	<b>AURIS</b> 5dr hatch	Disappointingly average. There are many better rivals	★★★★★	★★★★★	1.2 Jam S	£11750	69	118	3
2.0 TD1 184 Scout 4x4	£28205	181	134	-	<b>KORANDO</b> 5dr hatch	Tarmac more tricky	★★★★★	★★★★★	★★★★★	<b>AURIS</b> 5dr hatch	Disappointingly average. There are many better rivals	★★★★★	★★★★★	1.2 Jam S	£11750	69	118	3
2.0 TD1 184 vRS	£25170	181	119	26	<b>KORANDO</b> 5dr hatch	Tarmac more tricky	★★★★★	★★★★★	★★★★★	<b>AURIS</b> 5dr hatch	Disappointingly average. There are many better rivals	★★★★★	★★★★★	1.2 Jam S	£11750	69	118	3
<b>SUPERB</b> 5dr estate	£19880	148	110	26	<b>KORANDO</b> 5dr hatch	Enormous and brilliant. A cut-price E-class for the masses	★★★★★	★★★★★	★★★★★	<b>AURIS</b> 5dr hatch	Disappointingly average. There are many better rivals	★★★★★	★★★★★	1.2 Jam S	£11750	69	118	3
1.6 TD1 105 SE	£20200	103	109	17	<b>KORANDO</b> 5dr hatch	Enormous and brilliant. A cut-price E-class for the masses	★★★★★	★★★★★	★★★★★	<b>AURIS</b> 5dr hatch	Disappointingly average. There are many better rivals	★★★★★	★★★★★	1.2 Jam S	£11750	69	118	3
1.6 TD1 105 SE Greenline	£19165	103	109	17	<b>KORANDO</b> 5dr hatch	Enormous and brilliant. A cut-price E-class for the masses	★★★★★	★★★★★	★★★★★	<b>AURIS</b> 5dr hatch	Disappointingly average. There are many better rivals	★★★★★	★★★★★	1.2 Jam S	£11750	69	118	3
1.6 TD1 105 S	£19880	103	109	17	<b>KORANDO</b> 5dr hatch	Enormous and brilliant. A cut-price E-class for the masses	★★★★★	★★★★★	★★★★★	<b>AURIS</b> 5dr hatch	Disappointingly average. There are many better rivals	★★★★★	★★★★★	1.2 Jam S	£11750	69	118	3
1.6 TD1 105 Eleg. Greenline	£23990	103	109	17	<b>KORANDO</b> 5dr hatch	Enormous and brilliant. A cut-price E-class for the masses	★★★★★	★★★★★	★★★★★	<b>AURIS</b> 5dr hatch	Disappointingly average. There are many better rivals	★★★★★	★★★★★	1.2 Jam S	£11750	69	118	3
1.6 TD1 105 Eleg. Greenline	£23990	103	109	17	<b>KORANDO</b> 5dr hatch	Enormous and brilliant. A cut-price E-class for the masses	★★★★★	★★★★★	★★★★★	<b>AURIS</b> 5dr hatch	Disappointingly average. There are many better rivals	★★★★★	★★★★★	1.2 Jam S	£11750	69	118	3
1.6 TD1 105 Eleg. Greenline	£23990	103	109	17	<b>KORANDO</b> 5dr hatch	Enormous and brilliant. A cut-price E-class for the masses	★★★★★	★★★★★	★★★★★	<b>AURIS</b> 5dr hatch	Disappointingly average. There are many better rivals	★★★★★	★★★★★	1.2 Jam S	£11750	69	118	3
1.6 TD1 105 Eleg. Greenline	£23990	103	109	17	<b>KORANDO</b> 5dr hatch	Enormous and brilliant. A cut-price E-class for the masses	★★★★★	★★★★★	★★★★★	<b>AURIS</b> 5dr hatch	Disappointingly average. There are many better rivals	★★★★★	★★★★★	1.2 Jam S	£11750	69	118	3
1.6 TD1 105 Eleg. Greenline	£23990	103	109	17	<b>KORANDO</b> 5dr hatch	Enormous and brilliant. A cut-price E-class for the masses	★★★★★	★★★★★	★★★★★	<b>AURIS</b> 5dr hatch	Disappointingly average. There are many better rivals	★★★★★	★★★★★	1.2 Jam S	£11750	69	118	3
1.6 TD1 105 Eleg. Greenline	£23990	103	109	17	<b>KORANDO</b> 5dr hatch	Enormous and brilliant. A cut-price E-class for the masses	★★★★★	★★★★★	★★★★★	<b>AURIS</b> 5dr hatch	Disappointingly average. There are many better rivals	★★★★★	★★★★★	1.2 Jam S	£11750	69	118	3
1.6 TD1 105 Eleg. Greenline	£23990	103	109	17	<b>KORANDO</b> 5dr hatch	Enormous and brilliant. A cut-price E-class for the masses	★★★★★	★★★★★	★★★★★	<b>AURIS</b> 5dr hatch	Disappointingly average. There are many better rivals	★★★★★	★★★★★	1.2 Jam S	£11750	69	118	3
1.6 TD1 105 Eleg. Greenline	£23990	103	109	17	<b>KORANDO</b> 5dr hatch	Enormous and brilliant. A cut-price E-class for the masses	★★★★★	★★★★★	★★★★★	<b>AURIS</b> 5dr hatch	Disappointingly average. There are many better rivals	★★★★★	★★★★★	1.2 Jam S	£11750	69	118	3
1.6 TD1 105 Eleg. Greenline	£23990	103	109	17	<b>KORANDO</b> 5dr hatch	Enormous and brilliant. A cut-price E-class for the masses	★★★★★	★★★★★	★★★★★	<b>AURIS</b> 5dr hatch	Disappointingly average. There are many better rivals	★★★★★	★★★★★	1.2 Jam S	£11750	69	118	3
1.6 TD1 105 Eleg. Greenline	£23990	103	109	17	<b>KORANDO</b> 5dr hatch	Enormous and brilliant. A cut-price E-class for the masses	★★★★★	★★★★★	★★★★★	<b>AURIS</b> 5dr hatch	Disappointingly average. There are many better rivals	★★★★★	★★★★★	1.2 Jam S	£11750	69	118	3
1.6 TD1 105 Eleg. Greenline	£23990	103	109	17	<b>KORANDO</b> 5dr hatch	Enormous and brilliant. A cut-price E-class for the masses	★★★★★	★★★★★	★★★★★	<b>AURIS</b> 5dr hatch	Disappointingly average. There are many better rivals	★★★★★	★★★★★	1.2 Jam S	£11750	69	118	3
1.6 TD1 105 Eleg. Greenline	£23990	103	109	17	<b>KORANDO</b> 5dr hatch	Enormous and brilliant. A cut-price E-class for the masses	★★★★★	★★★★★	★★★★★	<b>AURIS</b> 5dr hatch	Disappointingly average. There are many better rivals	★★★★★	★★★★★	1.2 Jam S	£11750	69	118	3
1.6 TD1																		

Make and Model	Price	Bhp	CO <sub>2</sub> g/km	Insurance group	Make and Model	Price	Bhp	CO <sub>2</sub> g/km	Insurance group	Make and Model	Price	Bhp	CO <sub>2</sub> g/km	Insurance group	Make and Model	Price	Bhp	CO <sub>2</sub> g/km	Insurance group	Make and Model	Price	Bhp	CO <sub>2</sub> g/km	Insurance group					
1.4i VVT 100 SRI	£18735	99	129	9	2.0 CDTI 130 Design	£18244	128	112	16	2.0 CDTI 120 SRI VX-Line	£23404	118	104	16	1.8i VWT 140 Design	£23370	138	166	15	1.0 60 Move Up	£10185	59	105	1	2.0 TDI 184 GTD	£26670	181	109	26
<b>1.4T SRI</b>	<b>£20205</b>	<b>138</b>	<b>138</b>	<b>17</b>	2.0 CDTI 140 Design Nav	£19094	128	112	16	2.0 CDTI 120 SRI VX-Line Nav	£24254	118	104	16	1.7 CDTI 110 eco Excite	£23120	109	139	15	1.0 60 BMT Move Up	£10545	59	95	1	<b>GOLF 5dr estate</b>	The complete package. Reassuringly expensive.	★★★★★		
1.6i VWT Elite	£21240	114	147	12	2.0 CDTI 130 Energy	£21614	128	112	16	2.0 CDTI 120 Tech Line	£23034	118	104	16	1.7 CDTI 110 eco Exc.	£21255	109	134	14	1.0 75 High Up	£11160	74	108	2	1.2 TSI 105 S	£19535	104	117	11
1.6i VWT SRI	£19545	114	147	12	2.0 CDTI 130 SE	£20044	128	112	16	2.0 CDTI 130 Design	£19544	129	104	16	1.7 CDTI 110 eco Des.	£24625	109	134	14	<b>POLO 3dr hatch</b>	A mini Golf. Sweet handling, solid interior and good value.	★★★★★							
1.6i VWT SRI	£20810	177	159	24	2.0 CDTI 130 SRI	£20044	128	112	16	2.0 CDTI 130 Design Nav	£20394	129	104	16	1.7 CDTI 125 eco Excl.	£21505	123	134	17	1.4 TSI 150 ACT BlueGT	£17860	148	110	24	1.4 TSI 122 S	£18525	84	115	7
2.0 CDTI 165 ecoFLEX Elite S-S	£24260	158	119	21	2.0 CDTI 130 SRI Nav	£20894	128	112	16	2.0 CDTI 130 Energy	£22914	129	104	16	1.7 CDTI 125 eco Des.	£24875	123	134	17	1.4 TSI 150 ACT BlueGT	£17860	148	110	24	1.4 TSI 122 S	£20295	121	124	14
2.0 CDTI 165 ecoFLEX S-S	£22825	158	119	21	2.0 CDTI 130 SRI VX-Line	£21264	128	112	16	2.0 CDTI 130 SRI	£21344	129	104	16	<b>ZAFIRA TOURER 5dr mpp</b>	Super-stylish, but lacks rear sliding rear doors	★★★★★												
2.0 CDTI 165 95Turbo S-S	£24205	192	154	17	2.0 CDTI 130 SRI VX-Line Nav	£22114	128	112	16	2.0 CDTI 120 SRI Nav	£21914	129	104	16	1.6 60 S	£11250	59	106	7	1.2 TSI 140 GT	£24545	128	121	15					
<b>ASTRA 5dr estate</b>	More composed than the hatch. A very decent small estate.	★★★★★	2.0 CDTI 140 Design Nav	£20184	138	99	18	2.0 CDTI 130 SRI VX-Line	£22564	129	104	16	1.6 CDTI 136 Elite S-S	£28435	134	109	16	1.0 60 AC	£11970	59	106	7	1.6 TDI 105 S	£21150	103	102	12		
1.3 CDTI 95 ecoFLEX Design S-S	£18200	94	109	9	2.0 CDTI 140 SRI Nav	£21984	138	99	19	2.0 CDTI 140 Design	£20634	138	104	19	1.4 TDI 140 Tech Line	£20500	138	154	16	1.0 60 AC	£12585	59	106	8	1.6 TDI 105 S	£22085	103	102	11
1.3 CDTI 95 ecoFLEX Tech LIn-S	£19380	94	109	9	2.0 CDTI 140 SRI VX-Line Nav	£23204	138	99	19	2.0 CDTI 140 Design Nav	£21484	138	104	19	1.4 TDI 140 Exclusiv	£22725	138	154	16	1.0 75 SE	£13110	74	108	10	1.6 TDI 90 S	£20345	89	102	10
1.4i VWT 100 Design	£16400	99	137	9	2.0 CDTI 170 SRI Nav	£22134	168	114	20	2.0 CDTI 140 Elite	£24814	138	104	19	1.4 TDI 140 SRI	£24075	134	154	15	1.0 75 SE Design	£14210	74	108	11	2.0 TDI 150 GT	£25050	148	108	17
1.4i VWT 100 Tech Line	£17790	99	137	9	2.0 CDTI 155 95Turbo SRI Nav	£25804	192	125	24	2.0 CDTI 140 Elite Nav	£25664	138	104	19	1.4 TDI 140 SE	£24120	123	154	15	1.2 TSI 90 SE	£13730	89	105	17	2.0 TDI 150 SE	£23600	148	108	17
1.6 CDTI 110 ecoFLEX	£18100	108	149	12	2.0 CDTI 195 95Turbo SRI VX-Line Nav	£28359	192	149	24	2.0 CDTI 140 Energy	£24004	138	104	19	1.4 TDI 140 Elite	£25620	138	154	16	1.2 TSI 90 SE Design	£14830	89	105	17	<b>GOLF SV 5dr mpp</b>	MOP platform gives the Golf proper MPV proportions. Still no C-Max though.	★★★★★		
1.6 CDTI 110 eFLEX Design S-S	£18755	98	107	9	2.0 CDTI 155 95Turbo SRI VX-Line Nav	£27024	125	124	24	2.0 CDTI 140 SE	£22434	138	104	19	1.4 TDI 140 Elite S-S	£25915	134	109	16	1.2 TSI 110 SEL	£16260	108	110	19	1.2 TSI 85 S	£19075	84	114	9
1.6 CDTI 110 eFLEX SRI S-S	£22755	98	107	9	2.0 CDTI 155 95Turbo SRI VX-Line Nav	£24514	247	169	26	2.0 CDTI 140 SRI	£22434	138	104	19	1.4 TDI 140 ES	£21410	138	169	14	1.4 TDI 75 TDI	£14795	74	88	13	1.2 TSI 110 S	£20085	108	117	14
1.6 CDTI 110 eFLEX Tech Ln-S	£19930	98	107	9	2.0 CDTI 155 95Turbo SRI VX-Line Nav	£23354	247	169	26	2.0 CDTI 140 SRI Nav	£23284	138	104	19	1.4 TDI 140 Tech Line	£20195	138	169	14	1.4 TDI 75 SE	£15895	74	88	14	1.4 TSI 125 S	£20845	121	125	16
1.6 CDTI 136 ecoFLEX Elite S-S	£24785	134	104	12	2.8T VRX Supersport	£29824	321	249	37	2.0 CDTI 140 SRI VX-Line	£23654	138	104	19	1.4 TDI 140 Exclusiv	£22420	138	169	14	1.4 TDI 90 SEL	£16770	74	88	16	1.4 TSI 125 SE	£21780	121	125	14
1.6 CDTI 136 eFLEX Design S-S	£19350	134	104	12	1.4T 140 Design	£17449	138	123	15	2.0 CDTI 140 Tech Line	£24504	138	104	19	1.6 CDTI 136 Tech Line	£23315	129	135	15	<b>POLO 5dr hatch</b>	A mini Golf. Sweet handling, solid interior and good value.	★★★★★							
1.6 CDTI 136 eFLEX Tech Ln-S	£23350	134	104	12	1.4T 140 Design Nav	£18299	138	123	15	2.0 CDTI 140 Tech Line	£23284	138	104	19	1.6 CDTI 136 Exclusiv	£22594	134	109	16	1.0 60 S	£11880	59	106	7	1.6 TDI 105 S	£21150	103	102	12
1.6 CDTI 136 ecoFLEX Elite S-S	£20525	134	104	12	1.4T 140 Energy	£19094	138	123	15	2.0 CDTI 140 Tech Line	£22664	161	147	20	1.6 CDTI 136 SE	£26935	134	109	19	1.0 60 AC	£12585	59	106	8	1.6 TDI 105 SE	£22085	103	102	11
1.6i VWT 115 Design	£17080	114	149	12	1.4T 140 SRI	£19249	138	123	15	2.0 CDTI 163 Design	£20994	138	123	15	1.4 TDI 163 Design	£21315	129	135	15	1.0 60 S	£11880	59	106	7	1.6 TDI 110 S	£21850	100	110	13
1.6i VWT 115 Elite	£22260	114	149	12	1.4T 140 SE	£19249	138	123	15	2.0 CDTI 163 Design Nav	£21844	161	119	20	2.0 CDTI 163 Tech Line	£21900	129	135	15	1.0 60 AC	£12600	59	106	7	1.6 TDI 110 BlueMotion	£22915	110	95	13
1.6i VWT Tech Line	£18470	114	149	12	1.4T 140 Tech Line	£20099	138	123	15	2.0 CDTI 163 SRI	£25174	161	119	20	2.0 CDTI 163 Tech Line	£20195	138	169	14	1.4 TDI 75 TDI	£14795	74	88	13	1.2 TSI 110 S	£20085	108	117	14
2.0 CDTI 165 115 Elite S-S	£25275	162	124	20	1.6T 170 Elite	£23084	168	139	20	2.0 CDTI 163 Elite Nav	£26024	161	119	20	2.0 CDTI 163 SRI	£25475	129	137	15	1.4 TDI 60 SE	£14215	74	108	10	2.0 TDI 150 SE	£25600	148	115	17
2.0 CDTI 165 115 Tech Line	£22040	162	124	20	1.8i VWT Design	£16534	138	164	14	2.0 CDTI 163 SRI	£26524	192	124	20	2.0 CDTI 163 Tech Line	£22020	129	135	15	1.0 75 SE	£13740	74	108	10	2.0 TDI 150 GT	£25600	148	115	17
2.0 CDTI 165 115 Tech Line S-S	£21015	162	124	20	1.8i VWT Energy	£19989	138	164	14	2.0 CDTI 163 SRI	£22794	161	119	20	2.0 CDTI 163 Tech Line	£22515	129	135	15	1.0 75 SE Design	£14840	74	108	11	<b>JETTA 4dr saloon</b>	Big boot, pleasant dynamics and good pricing. A bit dull.	★★★★★		
1.6i VWT 115	£17080	114	149	12	1.4T 140 SRI	£19249	138	123	15	2.0 CDTI 163 Design	£20994	161	119	20	2.0 CDTI 163 Tech Line	£22515	129	135	15	1.0 60 S	£11880	59	106	7	1.6 TDI 110 S	£21850	100	110	13
1.6i VWT 115 Elite	£22260	114	149	12	1.4T 140 SE	£19249	138	123	15	2.0 CDTI 163 Design Nav	£21844	161	119	20	2.0 CDTI 163 Tech Line	£22900	129	135	15	1.0 60 SE	£12585	59	106	8	1.6 TDI 110 BlueMotion	£22915	110	95	13
1.6i VWT Tech Line	£18470	114	149	12	1.4T 140 Tech Line	£20099	138	123	15	2.0 CDTI 163 SRI	£25174	161	119	20	2.0 CDTI 163 Tech Line	£20195	138	169	14	1.4 TDI 75 TDI	£14795	74	88	13	1.2 TSI 110 S	£20085	108	117	14
2.0 CDTI 165 115 S-S	£25275	162	124	20	1.6T 170 Elite	£23084	168	139	20	2.0 CDTI 163 Elite	£26024	161	119	20	2.0 CDTI 163 Tech Line	£22020	129	135	15	1.0 75 SE	£13740	74	108	10	2.0 TDI 150 GT	£25600	148	115	17
2.0 CDTI 165 115 S-S	£22040	162	124	20	1.6T 170 Design	£23354	168	139	20	2.0 CDTI 163 Elite Nav	£26524	192	124	20	2.0 CDTI 163 Tech Line	£22515	129	135	15	1.0 75 SE Design	£14840	74	108	11	<b>GOLF CABRIOLET 2dr open</b>	Composed but uninspiring four-seat soft-top.	★★★★★		
1.6 CDTI 165 115 S-S	£22040	162	124	20	1.6T 170 Design Nav	£23354	168	139	20	2.0 CDTI 163 SRI	£26524	192	124	20	2.0 CDTI 163 Tech Line	£22700	103	139	15	1.0 75 SE	£14795	74	88	13	1.2 TSI 105 Design DSG	£19850	104	139	11
1.7 CDTI 110 eFLEX SRI S-S	£23075	109	104	9	2.0 CDTI 140 Energy	£22704	138	139	19	2.0 CDTI 155 95Turbo SRI Nav	£26669	159	129	24	2.0 CDTI 140 Elite aut	£22499	161	119	20	2.0 CDTI 163 Design	£161199	134	153	5	1.2 TSI 105 S	£22070	103	139	

Make and Model	Price	Bhp	CO <sub>2</sub> g/km	Insurance group	Make and Model	Price	Bhp	CO <sub>2</sub> g/km	Insurance group	Make and Model	Price	Bhp	CO <sub>2</sub> g/km	Insurance group	Make and Model	Price	Bhp	CO <sub>2</sub> g/km	Insurance group								
1.4 TSI 125 GT	£22585	123	125	23	2.0 TDI 177 BMT R-Line 4WD	£29755	175	151	23	<b>S60 4dr saloon</b>	T6 is rapid, all-weather sports car, if a niche choice	★★★★★	2.0 D SE Nav S-S	£31620	161	119	25	2.0 D SE Nav S-S	£34720	178	113	25					
2.0 TSI 180	£22775	178	139	31	<b>TOUREG 5dr 4x4</b>	Good value, and a great blend of comfort and deftness	★★★★★	1.6 D2 R-Design Lux Nav S-S	£31745	113	103	20	2.0 D SE Lux S-S	£34720	178	113	29	2.0 D SE Nav S-S	£33120	178	113	29					
2.0 TSI 220 GT	£26125	217	139	37	3.0 V6 TDI 204 S-E	£43415	204	173	39	1.6 D2 R-Design Lux Nav S-S	£30545	113	103	20	2.0 D SE Nav S-S	£34570	212	126	30	2.0 D SE Business Edition S-S auto	£25695	113	111	18			
2.0 TSI 220 R-Line	£28195	217	139	37	3.0 V6 TDI 204 R-Line	£46415	204	173	40	1.6 D2 R-Design Nav S-S	£29245	113	103	19	1.6 D2 Business Edition S-S auto	£25695	113	111	24	2.0 D3 Business Edition S-S	£25695	161	119	24			
2.0 TSI 280 R	£32575	276	187	42	3.0 V6 TDI 262 SE	£45215	258	174	42	1.6 D2 SE Lux Nav S-S	£28045	113	103	18	2.0 D4 Business Edition S-S	£25695	161	119	24	2.0 D3 SE Lux S-S	£33220	161	119	25			
2.0 TDI 150	£23455	148	109	27	3.0 V6 TDI 262 R-Line	£48215	258	174	42	1.6 D2 SE Lux Nav S-S	£30045	113	103	19	2.0 D4 Business Edition S-S	£27195	178	113	28	2.0 D3 SE Nav S-S	£33220	161	119	25			
2.0 TDI 150 GT	£25305	148	109	28	3.0 V6 TDI 262 Escape	£48415	113	103	19	1.6 D2 SE Nav S-S	£28845	113	103	19	2.0 D5 Business Edition S-S	£28645	161	126	29	2.0 D4 SE Lux S-S	£36170	126	126	32			
2.0 TDI 184 GT	£26305	181	115	31	<b>CARAVELLE 5dr mpv</b>	Rugged workhorse to carry people	★★★★★	1.6 D2 SE Nav S-S	£27745	113	103	20	2.0 D5 Business Edition S-S	£27745	113	103	20	2.0 D5 SE Lux S-S	£36170	161	119	25					
2.0 TDI 184 R-Line	£28375	181	115	31	2.0 TDI 184 R-Line	Supremely well-executed family-sized saloon	★★★★★	1.6 D2 SE Lux S-S	£26545	113	103	18	2.0 D5 SE Lux S-S	£26545	113	103	18	2.0 D4 SE Lux S-S	£36170	161	119	25					
<b>PASSAT 4dr saloon</b>	Supremely well-executed family-sized saloon	★★★★★	2.0 TDI 140 SE SWB	£35658	138	189	26	1.6 T3 R-Design Nav S-S	£28375	148	135	23	<b>S80 4dr saloon</b>	Refined, high-quality exec saloon	★★★★★	2.0 D3 SE Nav S-S	£31620	161	119	25							
1.6 TDI 120 S	£22215	118	105	15	2.0 TDI 140 SE 4Mot. SWB	£38484	138	206	26	1.6 T3 SE Nav S-S	£26875	148	135	23	Poor ride and residuals	★★★★★	2.0 D4 SE Lux S-S	£34720	178	113	25						
1.6 TDI 120 SE	£22310	118	105	15	2.0 TDI 140 SE LWB	£37818	138	189	26	2.0 D3 R-Design Lux Nav S-S	£32395	134	114	25	1.6 D2 SE Lux S-S auto	£32220	113	109	21	2.0 D4 SE Nav S-S	£32220	178	108	28			
1.6 TDI 120 DSE Business	£24101	118	105	12	2.0 TDI 140 Exec. 4Mot. SWB	£38104	138	206	26	2.0 D3 R-Design Lux Nav S-S	£31195	134	114	25	1.6 D2 SE Nav S-S auto	£30720	113	109	20	2.0 D4 R-Design Lux Nav S-S	£31195	178	108	28			
1.6 TDI 120 GT	£25305	118	109	13	2.0 TDI 180 SE SWB	£37691	177	192	31	2.0 D3 R-Design Nav S-S	£29895	134	114	24	2.0 D4 SE Lux S-S	£33720	178	108	29	2.0 D4 R-Design Lux Nav S-S	£33720	178	108	29			
2.0 TDI 150 S	£23440	148	106	21	2.0 TDI 180 SE 4M SWB	£40524	177	208	32	2.0 D3 SE Lux S-S	£30695	134	114	24	2.0 D4 R-Design Lux Nav S-S	£32220	178	108	28	2.0 D4 R-Design Lux S-S	£36835	212	120	31			
2.0 TDI 150 SE	£24435	148	106	19	2.0 TDI 180 SE LWB	£39858	177	192	31	2.0 D4 R-Design Lux Nav S-S	£33645	178	99	29	<b>X60 5dr 4x4</b>	Lovely, usable and attractive interior. A worthy Freelander rival	★★★★★	2.0 D4 R-Design Lux Nav AWD	£43720	300	249	37					
2.0 TDI 150 SE Business	£25135	148	106	19	2.0 TDI 180 Exec SWB	£40518	177	192	31	2.0 D4 R-Design Nav S-S	£31145	178	99	28	2.0 D4 R-Design Lux Nav S-S	£3160	178	117	28	2.0 D4 R-Design S-S	£3160	178	117	28			
2.0 TDI 150 GT	£24340	148	109	19	2.0 TDI 180 Exec DSG	£42414	177	199	31	2.0 D4 R-Design S-S	£29945	178	99	28	2.0 D4 R-Design S-S	£3160	178	117	29	2.0 D4 R-Design S-S	£3160	178	117	29			
2.0 TDI 150 R-Line	£27425	148	109	19	2.0 TDI 180 Business SWB DSG E67944	£77174	211	214	31	2.0 D4 R-Design S-S	£31945	178	99	29	2.0 D4 SE Lux S-S	£32460	178	117	28	2.0 D4 R-Design S-S	£32460	178	117	28			
2.0 TDI 190 GT	£27780	187	107	23	2.0 TDI 180 Bus. 4Mot. SWB DSG E70845	£77174	232	31	2.0 D4 SE Lux S-S	£30475	178	99	29	2.0 D4 SE Lux S-S	£32460	178	117	28	2.0 D4 SE Lux S-S	£32460	178	117	28				
2.0 TDI 190 R-Line	£28775	187	107	23	2.0 TDI 180 Ex. 4M SWB	£43344	177	208	32	2.0 D4 SE Lux S-S	£30745	178	99	29	2.0 D4 SE Lux S-S	£33960	178	117	28	2.0 D4 SE Lux S-S	£33960	178	117	28			
2.0 TDI 240 BTDI SCR GT	£34510	237	139	28	2.0 TDI 240 BTDI SCR R-Line	£35505	237	139	28	<b>V60 5dr estate</b>	Appealing cabin, nice looks and a good driving position	★★★★★	2.0 D4 R-Design S-S	£3245	178	99	27	2.0 D4 R-Design S-S	£32535	178	117	28	2.0 D4 R-Design S-S	£32535	178	117	28
<b>PHAETON 4dr saloon</b>	Big VW feels old now, and struggling to justify its price	★★★★★	2.0 TDI 150 SE	£26635	118	110	13	2.0 TDI 150 SE	£18995	118	124	19	2.0 D4 R-Design S-S	£32055	148	135	21	2.0 D4 R-Design S-S	£32790	178	138	28	2.0 D4 R-Design S-S	£32790	178	138	28
1.6 TDI 120 GT	£23745	118	107	15	1.6 T2 120 ES	£20195	118	124	19	1.6 T3 DSE Business Edition S-S	£20675	148	135	21	2.0 D4 R-Design S-S	£32790	178	138	28	2.0 D4 R-Design S-S	£32790	178	138	28			
1.6 TDI 120 SE	£24840	118	107	12	1.6 T2 120 SE	£20520	118	124	19	1.6 T3 SE S-S	£20575	148	135	21	2.0 D4 R-Design S-S	£32790	178	138	28	2.0 D4 R-Design S-S	£32790	178	138	28			
1.6 TDI 120 SE Business	£25540	118	107	12	1.6 T2 120 SE Nav	£21720	118	124	19	1.6 T3 DSE S-S	£21715	148	135	21	2.0 D4 R-Design S-S	£32790	178	138	28	2.0 D4 R-Design S-S	£32790	178	138	28			
2.0 TDI 150 GT	£27960	148	110	19	1.6 T2 120 SE Lux Nav	£23720	118	124	20	1.6 D2 Business Edition S-S	£21545	113	103	17	2.0 D4 R-Design S-S	£32790	178	138	28	2.0 D4 R-Design S-S	£36690	178	139	30			
2.0 TDI 150 R-Line	£28955	148	110	19	1.6 T2 120 R-Design	£21295	118	124	19	2.0 D3 Business Edition S-S	£21915	134	114	22	2.0 D4 R-Design AWD S-S	£34065	178	139	29	2.0 D4 R-Design S-S	£34065	178	139	29			
2.0 TDI 150 S	£24870	148	107	17	1.6 T2 120 R-Design Nav	£22495	118	124	19	2.0 D3 SE S-S	£21795	134	114	23	2.0 D4 R-Design AWD S-S	£35265	178	139	29	2.0 D4 R-Design S-S	£35265	178	139	29			
2.0 TDI 150 SE	£25965	148	107	17	1.6 T2 120 R-Design Lux Nav	£24175	118	124	21	2.0 D3 SE Lux S-S	£20945	134	114	24	2.0 D4 R-Design Lux AWD S-S	£36690	178	139	30	2.0 D4 R-Design S-S	£36690	178	139	30			
2.0 TDI 150 SE Business	£26665	148	107	17	1.6 T2 150 SE	£20945	148	124	20	2.0 D3 R-Design S-S	£20675	148	135	21	2.0 D4 R-Design Lux Nav AWD S-S	£37890	178	139	30	2.0 D4 R-Design S-S	£37890	178	139	30			
2.0 TDI 190 GT	£29310	187	109	22	1.6 T3 150 SE	£22145	148	124	21	2.0 D4 Business Edition S-S	£23445	178	99	26	<b>V60 5dr estate</b>	Appealing cabin, nice looks and smooth drive. Too small	★★★★★	2.0 D4 R-Design S-S	£35990	178	139	30	2.0 D4 R-Design S-S	£35990	178	139	30
2.0 TDI 190 R-Line	£30305	187	109	22	1.6 T3 150 SE Nav	£22470	148	124	21	2.0 D4 R-Design S-S	£22470	177	129	24	<b>V60 5dr estate</b>	Dull and unexceptional, but built to last	★★★★★	2.0 D4 R-Design S-S	£35990	178	139	30	2.0 D4 R-Design S-S	£35990	178	139	30
2.0 TDI 240 BTDI SCR GT	£36040	237	140	28	1.6 T3 150 SE Nav	£23670	148	124	21	2.0 D4 R-Design S-S	£23045	113	103	19	<b>XC70 5dr estate</b>	Dull but unexceptional result with seriously impressive results	★★★★★	2.0 D4 R-Design S-S	£34410	178	117	28	2.0 D4 R-Design S-S	£34410	178	117	28
2.0 TDI 240 BTDI SCR R-Line	£37035	237	140	28	1.6 T3 150 R-Line	£23670	148	124	21	2.0 D4 R-Design S-S	£23045	113	103	19	<b>XC70 5dr estate</b>	With seriously impressive results	★★★★★	2.0 D4 R-Design S-S	£34410	178	117	28	2.0 D4 R-Design S-S	£34410	178	117	28
<b>TIGUAN 5dr 4x4</b>	Dull but capable soft-roader. Pricey, but good ride and handling	★★★★★	2.0 TDI 150 R-Line	£24345	148	115	25	1.6 T2 155 R-Design	£24345	148	115	25	2.0 D3 R-Design S-S	£24345	148	115	25	2.0 T6 320 Momentum	£49200	316	179	-	2.0 T6 320 R-Design	£52840	316	179	-
2.0 TDI 150 BlueTech	£23705	104	121	24	1.6 T2 155 R-Design Nav	£24570	113	88	17	1.6 T2 155 R-Design Nav	£24570	113	88	17	2.0 D3 R-Design Nav S-S	£24570	148	115	25	2.0 T6 320 R-Design	£52840	316	179	-			
2.0 TDI 140 BlueTech Sp.	£25730	138	167	25	1.6 T2 155 C-Country SE	£24320	113	99	16	1.6 T2 155 C-Country Lux	£24520	113	99	16	2.0 D3 SE Lux S-S	£24520	148	139	21	2.0 T6 320 R-Design	£53740	316	179	-			
<b>SHARAN 5dr mpv</b>	Refined, flexible big MPV. Seat version is cheaper	★★★★★	1.6 D2 155 SE Lux Nav	£25520	113	88	18	1.6 D2 155 R-Design	£25050	113	88	18	2.0 D3 SE Lux Nav S-S	£25050	113	88	18	2.0 T6 320 Inscription	£53740	316	179	-	2.0 T6 320 R-Design	£59955	395	59	-
2.0 TDI 150 SE	£23600	138	15																								

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# ROAD TEST RESULTS

No one produces as thorough a judgement on a new car as Autocar. As well as acceleration, braking, fuel economy and noise tests, we carry out benchmark limit-handling tests, setting lap times if appropriate. But we don't just drive at the track, essential as it is for finding the limits of performance; we also drive on a wide range of roads. We aim to produce the most complete, objective verdict in the business, so you can be sure how good a car is. Where we have tested more than one model in a range, the rating is for the range overall; where a model within the range meets our coveted five-star standard, it is highlighted in yellow.

**30-70mph** Indicates overtaking ability through the gears

**50-70mph** Recorded in top gear (\*kickdown with an automatic) and demonstrates flexibility

**Fuel economy** Prior to 7.1.15, figures are touring, recorded over a set road route, and test average. From 7.1.15 on, figures are

**average and extra-urban, to the What Car?/True MPG standard**  
**Braking 60-Omph Recorded on a high-grip surface at a test track**

**Mph/1000rpm** Figure is the speed achieved in top gear

For more information about the study, please contact Dr. John D. Cawley at (609) 258-4626 or via email at [jdcawley@princeton.edu](mailto:jdcawley@princeton.edu).

ALFA ROMEO		XDRIVE M50d																			
MITO 3dr hatch ★★★★☆		155 5.7 15.3 5.2 9.5 2.9 576 546 40.5 26/34 22/25 13.11.13																			
1.4 Cloverleaf		136 7.9 21.1 6.9 7.3 2.7 168 184 23.2 36/42 1265 7.4.10																			
GIULIETTA 5dr hatch ★★★★☆		135 8.4 22.3 7.7 7.9 2.7 168 258 34.8 40/57 1475 13.10.10																			
ALPINIA		X6 5dr hatch ★★★★☆																			
B3 BITURBO 4dr saloon ★★★★☆		155 4.7 10.3 3.8 6.8 2.9 404 443 41.5 27/35 1610 29.8.13																			
ARIEL		CSR 2dr roadster ★★★★☆																			
ATOM 0dr open ★★★★☆		170 3.0 5.7 1.9 3.7 2.55 475 268 16.4 21/37 650 10.8.11																			
ASTON MARTIN		CSR 260 143 4.1 9.8 3.1 4.4 3.3 260 200 22.8 24/26 570 11.10.05																			
V8 Vantage 2dr coupé ★★★★☆		175 5.2 12.0 3.6 7.9 2.7 380 302 26.0 17/22 1713 25.4.07																			
RAPIDE 4dr coupé ★★★★☆		190 5.3 11.3 4.3 8.3 3.03 550 457 33.6 19/23 1990 20.3.13																			
AUDI		SEVEN 160 100 8.4 - 8.7 7.6 4.8 80 79 16.7 39/45 490 20.11.13																			
A1 3dr hatch ★★★★☆		6.2 V8 155 5.6 12.4 5.2 5.4 2.6 228 273 25.6 30/39 1390 28.5.14																			
A3 3dr hatch ★★★★☆		2.0 TDI Sport 134 8.9 25.9 11.4 10.8 2.7 148 236 30 48/59 1355 26.9.12																			
S'back-e-tron		138 7.9 20.9 6.6 8.5 3.0 201 258 30.7 45/49 1540 31.12.14																			
RS3		155 4.5 11.2 4.2 6.9 2.1 335 332 34.6 28/34 1640 6.7.11																			
A4 4dr saloon/5dr estate ★★★★☆		134 9.7 29.4 11.3 9.7 2.6 141 236 32.7 38/48 1605 20.2.08																			
RS4		174 4.4 10.3 3.9 7.7 2.9 444 317 28.9 20/32 1795 17.10.12																			
A5 2dr coupé/cabriolet ★★★★☆		3.0 TDI quattro 155 6.4 16.6 5.9 8.0 2.7 237 368 35.7 32/43 1755 25.7.07																			
3.0 TDI 230 6.4 16.6 5.9 8.0 2.7 237 368 32.4 34/38 2035 27.10.10		2.0 TDI SE 141 8.9 24.1 7.7 9.3 2.8 175 280 34.4 44/55 1675 4.5.11																			
3.0 TDI cabrio 155 7.1 20.2 6.6 *4.0 2.9 237 368 32.4 34/38 2035 27.10.10		RS5 4.2 V8 155 4.6 10.7 4.0 8.9 2.7 444 317 29.0 22/30 1855 27.10.10																			
A6 4dr saloon/5dr estate ★★★★☆		155 7.2 20.3 6.4 3.9 2.9 201 295 39.9 34/46 1805 19.10.11																			
RS6 Avant		155 3.7 8.7 3.1 12.8 2.4 552 516 40.0 20/28 2010 37.13																			
A7 Sportback 4dr saloon ★★★★☆		3.0 V6 TDI 155 6.7 18.7 6.5 *4.0 2.8 241 369 42.9 31/40 1940 9.2.11																			
A8 4dr saloon ★★★★☆		4.2 V8 TDI 155 5.0 13.0 5.4 *3.4 2.5 346 590 53.1 28/35 2130 16.6.10																			
TT 2dr ★★★★☆		2.5 RS 155 4.7 11.4 4.4 4.8 2.6 335 332 27.4 24/33 1450 19.8.09																			
NEW TT 2dr ★★★★☆		2.0 TFSI S-line 155 6.6 14.5 5.0 6.5 2.5 227 273 30.1 29/35 1305 26.11.14																			
Q3 5dr hatch ★★★★☆		2.0 TDI SE 132 8.3 25.5 8.1 *11.5 2.7 175 280 35.8 33/46 1710 16.11.11																			
RS		155 5.0 12.6 4.5 8.3 2.8 306 310 32.4 32.4 1655 1.1.14																			
Q5 5dr hatch ★★★★☆		2.0 TDI SE 125 9.9 34.2 10.2 9.9 2.8 168 258 29.8 29/37 1880 14.1.09																			
Q7 5dr 4x4 ★★★★☆		3.0 TDI SI 131 8.6 25.0 8.3 *4.9 2.9 230 369 29.9 23/30 2325 16.8.06																			
R8 2dr coupé ★★★★☆		4.2 V8 187 4.4 10.5 4.2 6.7 2.7 414 317 24.0 16/22 1560 23.5.07																			
4.2 V10 Spyder 195 4.1 8.9 3.2 5.5 2.4 518 391 24.3 17/25 1720 24.3.10		5.2 V10 Spider 195 4.1 8.9 3.2 5.5 2.4 518 391 24.3 17/25 1720 24.3.10																			
BENTLEY		FERRARI																			
CONTINENTAL 2dr coupé ★★★★☆		458 2dr coupé ★★★★★																			
GTC V8		458 Italia 202 3.3 7.0 2.4 5.7 2.3 562 398 - 17/20 1535 18.8.10																			
GT		458 Speciale 202 3.2 6.8 2.3 5.4 2.5 597 398 - 17/na 1395 20.8.14																			
FLYING SPUR 4dr saloon ★★★★☆		F12 2dr coupé ★★★★★																			
W12		F12 Berlinetta 211 3.0 6.5 2.3 5.4 2.2 731 509 29.7 13/18 1630 6.11.13																			
MULSANNE 4dr saloon ★★★★☆		California 193 3.9 9.2 3.2 6.6 2.5 453 357 25.9 15/24 1785 22.7.09																			
7.65 V8		F150 5dr hatch ★★★★★																			
1.75 V8		PANDA 5dr hatch ★★★★★																			
1.6 V6		1.2 Easy 102 14.6 - 15.3 19.9 3.0 68 75 22.2 39/49 1020 25.4.12																			
4x4 TwinAir		103 14.6 - 15.8 16.0 3.0 84 107 20.8 37/44 1050 17.4.13																			
1.4 Abarth		129 7.8 23.0 7.2 8.9 2.8 153 169 23.6 30/39 1255 1.1.08																			
500 3dr hatch ★★★★★		Abarth 595 130 7.5 20.1 6.4 7.0 2.8 158 170 23.9 34/39 1035 26.2.14																			
500 TwinAir		108 11.7 - 13 15.3 3.3 84 107 22.9 35/39 1070 24.11.10																			
FORD		FORD																FORD			
S-MAX 5dr MPV ★★★★★		137 8.7 22.8 7.9 10.3 2.1 200 221 20.5 26/32 1810 28.4.10																			
2.0 EcoBoost		148 8.7 22.8 7.9 10.3 2.1 200 221 20.5 26/32 1810 28.4.10																			
KA 3dr hatch ★★★★★		193 8.7 22.8 7.9 10.3 2.1 200 221 20.5 26/32 1810 28.4.10																			

## ROAD TEST RESULTS

Make and Model	Top speed	0-60mph	0-100mph	30-70mph	50-70mph	Braking 60-0mph	Power (bhp)	Torque (lb/ft)	Mph/1000rpm	Fuel economy	Weight (kg)	TEST DATE	Make and Model	Top speed	0-60mph	0-100mph	30-70mph	50-70mph	Braking 60-0mph	Power (bhp)	Torque (lb/ft)	Mph/1000rpm	Fuel economy	Weight (kg)	TEST DATE
<b>LOTUS</b>																									
ELISE 2dr roadster	127	6.7	21.1	7.1	14.3	2.9	134	118	24.7	39/42	900	26.5.10													
EVORA 2dr coupé	162	5.4	13.0	4.7	8.2	2.3	276	258	27.8	24/33	1382	26.8.09													
Evora S 2+0	172	4.5	11.3	4.0	6.8	2.4	345	295	34.8	21/26	1430	30.3.11													
EXIGE S 2dr coupé	170	4.1	9.6	3.7	5.5	2.5	345	295	27	21/30	1176	34.13													
<b>MASERATI</b>																									
GRANTURISMO 2dr coupé	177	5.6	13.0	4.9	*2.8	2.8	400	339	32.1	18/27	1975	22.0.08													
GRANCABRIO 2dr open	175	5.1	11.9	4.5	11.2	2.4	433	362	32.1	17/22	2085	14.7.10													
GHIBLI 4dr saloon	155	6.5	17.2	6.0	5.1	2.7	271	443	43.3	31/40	1835	12.3.14													
Diesel	155	6.5	17.2	6.0	5.1	2.7	271	443	43.3	31/40	1835	12.3.14													
<b>MAZDA</b>																									
3 5dr hatch	130	9.0	26.6	9.1	9.9	3.0	148	280	29.7	46/60	1470	4.12.13													
2.2 SE-L	168	4.2	11.5	4.3	4.5	2.8	355	322	38.1	35/40	1555	16.2.11													
5 5dr MPV	175	9.0	28.0	9.1	9.7	2.3	148	280	34.9	24/55	1575	13.6.12													
2.2 Sport Nav	139	7.9	21.2	7.1	7.9	2.7	173	309	35	44/56	1480	23.1.13													
CX-5 5dr hatch	177	5.6	13.0	4.9	*2.8	2.8	200	199	32.1	18/27	1975	22.0.08													
2.2 Sport Nav	126	9.4	28.0	9.1	9.7	2.3	148	280	34.9	24/55	1575	13.6.12													
MX-5 2dr convertible	130	7.1	20.8	7.2	11.1	2.8	158	139	23.3	24/35	1086	3.1.06													
2.0 Sport	175	9.0	28.0	9.1	9.7	2.3	148	280	34.9	24/55	1575	13.6.12													
<b>MCLAREN</b>																									
12C 2dr coupé/roadster	130	9.0	26.6	9.1	9.9	3.0	148	280	29.7	46/60	1470	4.12.13													
3.8 V8 coupé	205	3.3	6.7	2.3	9.6	2.6	592	442	35.4	19/23	1470	29.6.11													
3.8 V8 Spider	207	3.4	7.2	2.4	14.0	2.4	616	442	35.4	19/23	1474	8.5.13													
650S 2dr coupé/roadster	155	6.3	12.2	5.2	5.9	2.5	641	500	35.4	18/24	1468	30.7.13													
P1 2dr coupé	217	2.8	5.2	2.2	6.0	2.3	903	664	36.0	19/6/-	-	75.14													
<b>MERCEDES-BENZ</b>																									
A-CLASS 5dr hatch	130	8.9	28.3	9.0	10.1	2.5	134	221	37.1	48/58	1475	7.11.12													
A200 CDI Sport	168	4.2	11.5	4.3	4.5	2.8	355	322	38.1	27/37	1555	14.8.13													
B-CLASS 5dr MPV	175	9.0	28.0	9.1	9.7	2.3	148	280	34.9	24/55	1575	13.6.12													
B200 CDI Sport	130	9.4	28.8	9.6	11.9	2.7	134	221	37.8	20/52	1495	29.2.12													
C63 AMG Black	186	4.0	9.2	3.3	7.5	2.66	510	457	37.2	15/25	1775	5.9.12													
C-CLASS 4dr AACAC	145	8.1	22.9	8.1	11.7	2.8	168	295	42.4	41/51	1700	23.7.14													
C220 Bluetec	145	8.1	22.9	8.1	11.7	2.8	168	295	42.4	41/51	1700	23.7.14													
CLA 4dr coupé	143	8.3	23.1	8.0	4.8	2.9	168	258	37.3	44/54	1525	26.6.13													
SLK 2dr cc	149	7.5	18.9	7.0	9.9	2.8	181	184	31.3	30/41	1485	27.7.11													
E-CLASS 4dr saloon/5dr estate/2dr convertible	149	7.2	20.3	7.4	*4.4	2.9	201	367	34.8	36/42	1780	24.6.09													
E250 CDI auto	149	7.2	20.3	7.4	*4.4	2.9	201	367	34.8	36/42	1780	24.6.09													
E350 CDI estate	149	6.9	19.2	6.9	*4.0	2.9	228	398	38.9	29/36	1995	17.2.10													
E250 CGI cab	155	7.4	19.6	7.5	4.5	2.4	201	229	30.0	26/36	1745	14.4.10													
CLS 4dr coupé/5dr estate	155	6.5	16.0	5.7	*3.3	2.5	302	273	37.6	29/38	1775	13.4.11													
350 Blueff.	155	6.5	16.0	5.7	*3.3	2.5	302	273	37.6	29/38	1775	13.4.11													
350CDI S/Brake	155	7.0	18.5	6.4	*3.8	2.9	261	457	39.6	36/43	1980	9.1.13													
S-CLASS 4dr saloon/2dr coupé	155	7.3	19.0	6.8	*3.9	2.7	255	457	45.6	34/44	1975	16.10.13													
S350 Bluetec	155	7.3	19.0	6.8	*3.9	2.7	255	457	45.6	34/44	1975	16.10.13													
S63 AMG coupé	145	4.5	9.6	3.4	6.8	2.7	577	664	42.8	22/25	2070	3.12.14													
GLA 5dr 4x4	134	8.1	23.8	7.8	4.7	2.65	168	258	36.4	40/48	1535	14.5.14													
M-CLASS 5dr 4x4	130	8.8	28.4	9.3	11.0	2.9	201	368	36.2	38/41	2310	25.2.12													
ML250	175	9.0	28.0	9.1	9.7	2.3	148	280	29.7	46/60	1470	4.12.13													
GL 5dr 4x4	130	8.8	28.4	9.3	11.0	2.9	201	368	36.2	38/41	2310	25.2.12													
GL350 AMG Spt	137	8.3	24.8	8.2	5.0*	2.6	255	457	37.7	28/33	2455	24.7.13													
SL 2dr convertible	155	4.3	9.9	3.6	6.5	2.7	429	516	39.6	10/24	1815	8.8.12													
SL500	155	4.3	9.9	3.6	6.5	2.7	429	516	39.6	10/24	1815	8.8.12													
SL63 AMG	155	4.6	10.4	3.8	8.7	2.5	518	465	34.3	17/21	2000	7.5.08													
SL65 Black	200	4.2	8.5	3.0	6.0	2.5	661	737	37.4	16/22	1880	8.4.09													
SLS 2dr coupé	195	3.9	8.0	2.9	5.0	2.3	563	479	30.4	19/24	1710	30.6.10													
<b>MG</b>																									
3 5dr hatch	134	8.1	23.8	7.8	4.7	2.65	168	258	36.4	40/48	1535	14.5.14													
1.5 3Form Sppt	108	11.4	41.5	11.6	19.6	2.8	105	101	22.2	37/41	1150	25.12.13													
6 5dr hatch	120	8.8	25.8	9.2	11	2.8	158	159	28	29/37	1525	11.5.11													
MINI	130	8.8	28.4	9.3	11.0	2.9	201	368	36.2	38/41	2310	25.2.12													
MINI 3dr hatch	146	6.9	17.1	5.9	6.7	2.5	189	221	26.4	35/54	1235	24.1.14													
JCW GP	150	6.6	14.9	5.2	5.6	2.4	215	192	23.6	34/45	1160	20.2.13													
CLUBMAN 5dr estate	148	7.2	17.0	6.0	6.0	2.8	208	207	23.9	33/46	1230	26.10.11													
Cooper D	118	10.8	37.6	11.4	11.9	2.8	108	177	32.3	34/41	1295	31.1.07													
COUNTRYMAN 5dr hatch	115	11.1	-	11.5	16.1	2.6	110	199	34.8	39/43	1475	29.9.10													
COUPE 2dr coupé	149	7.2	17.0	6.0	6.0	2.8	208	207	23.9	33/46	1230	26.10.11													
ROADSTER 2dr convertible	141	8.1	19.9	7.3	8.0	2.5	182	177	23.7	33/45	1260	9.5.12													
Cooper S	141	8.1	19.9	7.3	8.0	2.5	182	177	23.7	33/45	1260	9.5.12													
<b>mitsubishi</b>																									
ASX 5dr hatch	124	10.0	28.8	10.1	8.6	2.8	148	221	29.6	49/57	1490	21.7.10													
OUTLANDER 5dr 4x4	118	10.2	32.9	10.1	11.1	3.07	147	265	34.7	38/45	1675	27.3.13													
2.2 DID GX5	118	10.0	32.9	10.1	11.1	3.07	147	265	34.7	38/45	1675	27.3.13													
PHEV GX4hs	106	10.0	30.5	9.5	6.2	3.0	200	245	-	44/38	1810	16.4.14													
MORGAN	124	10.0	28.8	10.1	8.6	2.8	148	221	29.6	49/57	1490	21.7.10													
PLUS 8 2dr convertible	-	4.9	11.1	4.0	8.3	3.2	390	370	36.0	24/32	1230	22.8.12													
3 WHEELER 2dr convertible	115	8.0	29.9	7.7	5.1	3.56	80	103	21.3	30/-	520	6.6.12													
3 Wheeler	115	8.0	29.9	7.7	5.1	3.56	80	103	21.3	30/-	520	6.6.12													
<b>Nissan</b>																									
MICRA 5dr hatch	105	11.6	-	12.3	18.7	3.0	79	81	22.6	45/53	1002	19.1.11													
1.2 Tekna	105	11.6	-	12.3	18.7	3.0	79	81	22.6	45/53	1002	19.1.11													
<b>SUBARU</b>																									
XV 5dr hatch	120	8.9	29.1	9.5	-																				



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AAW I	III BPG	1990 DL	5 FAP	I GHT	HN 4	KGM 9	LSP 9	I NMO	I4 PRM	1992 SH	I VAK
ABF 4	18 BPP	III DN	I FBT	I GJY	I HO	I KGS	7777 LT	I NMR	PRP 22	SHJ 55	I VCJ
5 ABG	1972 BR	II DNC	58 FC	I GKV	HPS 2	I KHJ	4 LTH	III NN	1990 PS	5 SHM	I VCS
I7 ACC	90 BT	15 DPM	8 FCM	GLG 84	I HRW	I LTP	I NRD	79 PT	1976 SJ	VD 2	I VDD
14 ADP	BV 8	DPS 23	I FCN	6 GLJ	1980 HS	77 KKR	I LUJ	I NRK	PTG 77	I SKD	I VDP
5 AEG	I BVM	250 DT	6 FCS	1970 GM	I HSO	KMS I	I LVB	I NRN	7 PTH	I SKU	I VED
5 AEK	C 5	I DTE	I FCT	GN I	I HTP	5 KNM	I LYD	PWD 26	8 SKD	VEG 2	
2222 AF	CA I	I DVJ	I FDD	I GNF	I HWF	KNT I	5 MBL	NRS 83	I PWK	78 SLR	
I AFL	888 CAD	888 DWL	8 FDJ	I GOY	IT I	KOT 77	14 MDG	5 NSA	I PYL	2 SNH	
I AFO	17 CAP	I EAS	I FDR	4 GPP	8888 JA	KP I	8 MDN	NSE I	8 PYW	I SNJ	
I985 AG	1978 CC	I EBR	I FEJ	GPS I2	7 JBK	I KRK	71 MEE	I NTH	12 RBP	I SNL	
II AHC	12 CDJ	I ECD	FEK I	1972 GR	52 JBM	9 KRL	1 MEJ	I NUL	5 RBR	SNS 6	
777 AJA	III CE	5 ECL	FFB I	8 GRG	16 JDP	I KTP	14 MJE	I NVH	RBS I2	SOT 6	
1970 AL	6 CEG	3 EDP	I FHD	8 GSK	I JDV	31 KV	353 ML	I OAB	1980 RC	I SOX	
III ALP	99 CF	2 EDW	4 FJA	I GUJ	1970 JF	KWB 66	MLF I	OAS II	RCW 64	206 SP	
1981 AM	1995 CG	I EEC	10 FJF	II GWA	JFF 7	KYO I	I MNF	I OBB	RDL 8B	SSJ 4	
402 AMJ	8 CHB	I EEG	I FKK	I GWD	66 JFR	L 43	43 MNP	ODR I	REB 78	STK 5	
AN I	6 CHD	I EFA	FKL I	I GWF	8877 JG	87 LA	MPC I	I ODY	REY 6	I SVD	
1987 AN	6 CHJ	EGV I	34 FL	3 HAP	I JHG	20 LAA	I MPN	I ORC	I 974 RG	6 SWA	
8 ASJ	7 CKS	I EHF	FN I	83 HB	100 JHT	LAG 16	MPR 777	42 PAT	3 RGG	T 97	
6 AVR	I CNL	I EHH	I FND	I HBC	24 JHW	I LAT	1986 MR	PCG 50	I RGN	T 102	
AYS I	I CPF	3 EJG	I FNH	HBL 25	2 JJE	6 LBC	MRW 67	9 PCR	I RHV	82 TAL	
6 BAW	I CPU	3 EJN	FPB I	34 HBP	I JKV	1 LBN	MTJ I	10 PDG	I RJD	I TBN	
I BBR	I CPV	I EJO	I FPN	I HCB	1986 JL	6 LBS	5 MTP	6 PDK	I 975 RL	1986 TC	
II BCP	2 CR	I EK	FR 4	I HCE	6 JLN	8 LCJ	9 MV	329 PE	I RLD	TDC IO	
I980 BD	I CSE	EL 8	FRM III	HDS 5	15 JLP	I LEP	I MVN	3 PEF	3333 RM	TED 9	
4 BDG	CUE I	I ELJ	I FTK	HE 8	JMD 50	LF I	MWG I	I PEX	I 2 RMR	TEP III	
BDS 50	I CUR	ELY I	5 FV	I HEH	JN 5	I LGG	999 MW	PMF 77	I RNJ	TEU I	
2 BEJ	I CVD	EM 2	I FVS	I HEK	I JNE	3 LGP	MWR 26	1 PFN	9 RNN	TGE I	
98 BFH	I CVE	EMA 44A	FW 6	HF 586	1985 JR	I LGS	9 NCD	182 PG	RNS 3	I THK	
I BFO	80 CY	EMH 46	1965 GA	88 HF	JRC 40	2 LHB	I NEG	10 PGR	RPM 85	II THM	
1966 BG	318 DA	I ENC	1992 GD	I HFO	JTP 46	I LHH	I NEU	6 PGT	I 959 RR	TJJ I	
I990 BG	DAA III	I ENH	I GDK	3 HGM	I JVK	LHM 7	I NFH	6 PLD	RRD 4	TJP IO	
I BGE	DAD 44	I EPR	2 ERW	GDT 42	I HHD	43 JY	1 NGF	2 PLJ	29 RSM	TKA I	
II BGM	III DBT	3 ESC	2 GEH	I HHP	I JVB	5 LJP	PNB I	10 PLM	6000 RT	TKD I	
9 BJL	1 DCN	5 ESJ	II GEP	HHS I	KAA 97	3 LKG	2 NLA	1 PNJ	RWG 222	TKN I	
2 BJY	3 DDDW	8 DEJ	I 1980 GG	6 HJG	KBB I	2 LKS	5 NLJ	PNS 9	RY 9	TLG 29	
I2 BK	8 DEJ	I ETK	GGD 7	HJM II	I KCE	LLS I	1 NLW	1 POE	I RYF	TPH 93	
BKS 100	3 DKG	I ETY	5 GHG	HJP I	I KDB	1 LPD	NLZ I	I POF	8 SBP	TWD 8	
4 BKW	1 DHN	5 GHG	1985 DL	HMB I2	I KEV	I LPR	I NMG	1992 PR	SEK 4	TUL I	
96 BL	10 DKS	I EV	5 GHD	I HKM	KF 4	I LSF	5 NMM	12 PRG	I SES	YEC I	

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AAD 3L	Adel	COA 70N	Coaton	GAR 26IA	Garcia	LI54 ANN	Lisa	NO IIIE	Noelle	SEW 42D	Seward
46 NES	Agnes	COM 83R	Comber	G412 DEN	Garden	LOD 6E	Lodge	NOR 24H	Norah	SEK 55Y	Sexy
AHE 2N	Aherm	COM BS	Combs	G421 AND	Garland	LOF 73D	Lofted	NOZ 23N	Noreen	SI4 UNA	Shauna
ALB 32T	Albert	CON 3Y	Coney	G422 ATT	Garratt	LOG 44N	Logan	NOT 77H	North	SI0 VEL	Shovel
ALD 32R	Alder	COO 94N	Coogan	G14 UGE	Gauge	LON 3R	Loner	NUW 55E	Nowell	SI UGS	Slugs
ALE 66C	Alec	COP 53Y	Copsey	GEA 4R	Gear	LOO 10N	Loon	NUX 10N	Nurse	FSM 17H	Smith
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ANH 4R	Anhar	COU 170N	Coulton	G13 NDA	Gilcada	LUC 44A	Luca	OMA 22R	Omar	S74 MPS	Stamps
ANN I84L	Annibal	COU 9E	Coupe	GLE 3W	Glew	LUC 14N	Lucian	OVE 270N	Overton	STE 3D	Steed
AI7 ONY	Antony	COW 42D	Coward	GOA 7S	Goat	LUC 6IE	Lucie	P444 GAN	Pagan	S70 KOE	Stokoe
ARL 31E	Arlene	COW 3Y	Cowey	GOM 3R	Gover	LVC 637T	Lycett	PAG 6E	Page	STR 44Y	Stray
ASH IOK	Ashok	CDX 1CD	Cox	GRA II6E	Grange	L711 SAY	Lynsay	PAR 22IS	Parris	S72 OUD	Stroud
ATH I37E	Athlete	CRO 570N	Croston	G12 EER	Greer	MAC 6K	Mack	PAR 550N	Parson	S74 DEN	Tudor
BAG 607T	Baggott	D4 DDS	Dadds	GRE 7Y	Grey	MAG 90T	Maggot	PAS 64L	Pascal	SUT 3R	Sugden
BAH 4R	Bahar	DAL II4S	Dallas	GII ARD	Guard	M412 EAD	Mairead	PAT 216A	Patricia	TAM 4R	Suter
BAK 3S	Bakes	DAM 14N	Damian	GUM 5S	Gumm	M4357Y	Majesty	PATT 40N	Patterson	T422 ANT	Tamar
B428 OUR	Barbour	OAM 10N	Damion	GUR 2R	Gurr	M41 LET	Mallet	PAX 70N	Paxton	TEA 6II	Tarrant
BAR 713Y	Bartley	D4 NNO	Danno	HAG 664R	Hagger	MAL 10Y	Malley	PAY 77N	Payton	T232 NCE	Teague
84 TES	Bate	DAR 213Y	Darley	HAR 220D	Harrod	MAL 178Y	Maltby	PEA 4K	Peak	THO 213Y	Terence
BAT 771E	Battle	D422 AGH	Darragh	HAR 220P	Harrop	MAL 70N	Malton	PEE 3K	Peek	T132 NAN	Thorley
BAY IIS	Baylis	DAR 12IN	Darrin	HAS 54L	Hassall	MAL 70N	Malton	PER 312A	Pereira	TON 6E	Tierman
B34 KER	Beaker	D425 HAN	Darshan	HET 670R	Hector	MAS IIIH	Masih	P322 ETT	Petrelli	TOP 1	Tonge
B38 MER	Beamer	DAR 71L	Daryl	HED 113Y	Hedley	MAS 2A	Maura	PET 72IE	Petroli	T247 NOR	Tooti
BEA 4R	Bear	DEE 31Y	Deeley	HED 113Y	Heal	MAR 23K	Marek	P37 ROL	Pexton	TUC 6K	Tough
B34 RDS	Beards	DEE 2Y	Deery	HED 113Y	Hearse	M421 ENE	Marlene	PEX 70N	Pexton	TUR 13Y	Trainer
BEA 7A	Beata	DEL 772H	Delyth	HED 113Y	Heather	M412 SHA	Marsha	PHO 313E	Phoebe	TUR 270N	Traynor
BEG 6S	Beggs	DEN 50N	Denson	HEC 670R	Hector	MAS IIIH	Masih	P16 FAC	Pig Face	T72 ONE	Turley
BER 724M	Bertram	D351 REE	Desiree	HED 113Y	Hedley	MAY 7A	Maya	PLA 11N	Plain	ULL 14H	Tyron
BES 5T	Best	DOG 637T	Doggie	HEN 22Y	Henry	MAY 7A	Maya	PLA 77S	Platts	VER 217Y	Ullah
BIG 6FX	Big Fax	DOD 37Y	Doherty	HEN 137T	Hewlett	M646 WAM	McGowan	PON IID	Pond	WUU 17E	Unite
BIG 6MGB	Big Mgb	DOD 64S	Dolls	HEY 3S	Heyes	MCC 602D	McCORD	POR 217T	Porrill	URE 3N	Uren
BOL 4ID	Boland	D247 TON	Drayton	HOL IT	Holt	MCC 23A	McCrea	POT 773R	Potter	UTT 13Y	Uttley
BOL IT	Bolt	DUA 1IE	Duane	HOL 832T	Holbert	MCC 202Y	McCrory	POT 7Y	Potty	VAS 3Y	Vasey
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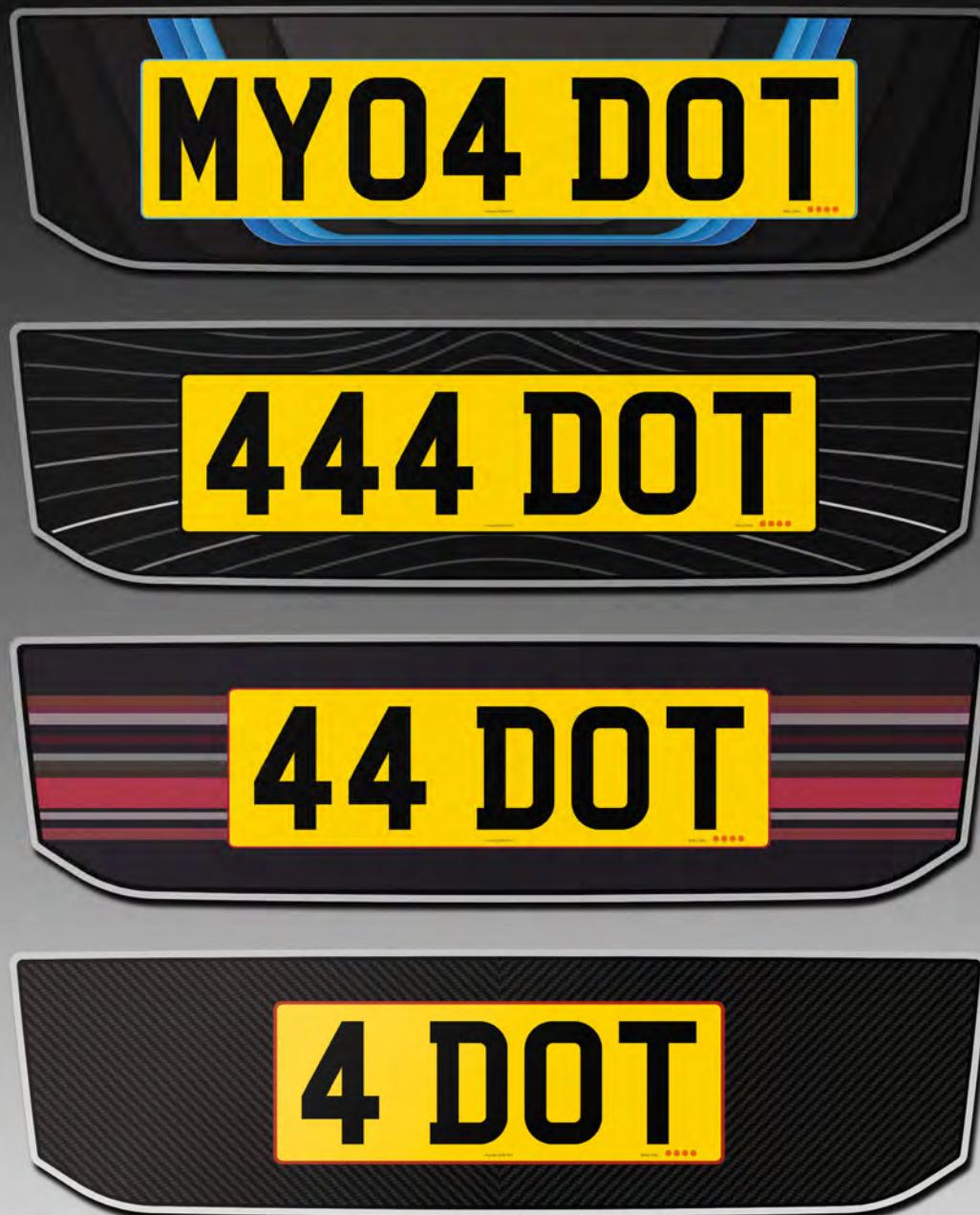
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JIM HOLDER

## Rear View Mirror: tales from our archive

# Making post-war predictions

8 April 1916

**M**idway through World War 1, it is scarcely believable that Autocar had the manpower to put out a magazine each week, let alone enough to write about. But such things were deemed important to morale, and the editorial team set to work. Each issue usually incorporated motoring stories from around the world plus tales from road trips taken before war broke out.

However, on this occasion the team couldn't help itself from wistfully looking ahead to a post-war era, when road car development could accelerate again. With automobile powerhouses such as Britain, Germany, Italy and France otherwise disposed, attention turned to the latest advances that were being reported from the United States.

"There, things are moving with some rapidity," noted the author, identified only as "a British subject". While no reason is given for the article not having a proper byline, the tone perhaps gives some clues. "There are two possible directions of motion, namely, the right way and the wrong way," he notes. "It behoves us to consider in which

I do not believe that in adopting eight and 12-cylinder V-type engines, the Americans are setting a fashion that will be followed"

direction our friends across the Atlantic are moving, and consequently how far it will be worthwhile to follow in their footsteps. However, in one respect there is no following to be done, for their progress is simply along a path that we have already traversed."

Then came some predictions, few of which were more noteworthy than an observation on American engine advances: "I do not believe that in adopting the eight and 12-cylinder V-type engine, the Americans are setting a fashion that will be followed by the world. I am inclined to think that it

will not be long before the tendency will be back in the direction of the six and four, although it is quite possible that by that time the four-stroke engine will be giving way to the two-stroke variety."

The magneto's future also vexed our writer, who noted that the development in the US of an electric light and starter showed promise. "This seems more certain than ever, though I cannot believe that it is certain the magneto will go by the board, and the self-contained central-station type of installation will make itself responsible for the ignition in the great majority of cases. On the very best cars I believe we will find dual ignition with the magneto retained, and on at least some cheaper ones I think the magneto will hold its own and the lighting and starting equipment remain free of ignition duties."

More on point was praise for vacuum systems for petrol supply coming from the US: "Its power is to aid fuel economy, which is unlikely to grow a less important factor as time goes on, unless more tangible assistance be given to those developing petrol substitutes."



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Birds B-Series Dynamics Packages for the latest 3 and 4 Series involves a combination of custom suspension and differential upgrades designed to transform the ride, handling and traction of the standard BMW;

**B4 Sport Suspensions** - Bilstein based dampers with bespoke damping curves perfectly matched to our B-Series sport springs.

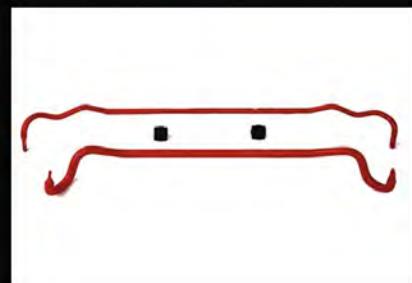
**Quaife ATB limited-slip diff** - the world leading BMW LSD maximises grip and handling, accompanied with a lifetime guarantee.

**B4 Anti-Roll Bars** - stiffer anti-roll bars eliminate roll and understeer, perfectly tuned to complement the LSD and suspension.

We do not settle for 'off-the-shelf' products and neither do our customers. If you want guaranteed, genuine bespoke performance upgrades for your BMW, speak to the experts at Birds. Engine, braking and other performance enhancements also available. Birds B-Series Dynamics Packages span 1, 2, 3, and 4 series variants.

**Call Birds on 01753 657 444**

Web: [www.birdsauto.com](http://www.birdsauto.com) | Email: [tuning@birdsauto.com](mailto:tuning@birdsauto.com)





SEAT



## THE SEAT LEON 5DR SE

From just £169 per month,\*  
with technology pack included



NAVIGATION SYSTEM



FULL LED HEADLIGHTS



DAB DIGITAL RADIO

### TECHNOLOGY TO ENJOY

With £1,000 towards your deposit<sup>1</sup> and £99 service plan available.<sup>+</sup>

**Solutions Personal Contract Plan<sup>#</sup> representative example for the SEAT Leon 5dr SE 1.2 TSI 110PS based on a 10,000-mile per annum agreement.**

Duration:	48 months	Full deposit:	£4,942.98	Acceptance fee <sup>2</sup> :	£125.00	Option to purchase fee <sup>3</sup> :	£60.00	Excess mileage charge (per mile) <sup>4</sup> :	4.4p
47 monthly payments of*:	£169.00	SEAT UK Deposit contribution <sup>5</sup> :	£1,000.00	Total payable by customer:	£18,306.82	Total amount payable:	£19,306.82	Representative APR:	5.70%
Customer deposit:	£3,942.98	Retail cash price:	£17,235.00	Optional final payment:	£6,235.84	Amount of credit:	£12,292.02	Rate of interest:	5.17%

\*At the end of the agreement there are three options: i) retain the vehicle: pay the optional final payment to own the vehicle; ii) return the vehicle; or iii) replace: part exchange the vehicle, subject to status.

\*Available when purchased on Solutions Personal Contract Plan. <sup>1</sup>Deposit contribution is available when purchased on Personal Contract Plan. Retail Sales only. <sup>2</sup>Up to 3 years/10,000 miles per annum (whichever comes first) when purchased with Personal Contract Plan. <sup>3</sup>Payable with first payment. <sup>4</sup>Payable with optional final payment. <sup>5</sup>Subject to agreed annual mileage. Retail Sales only. Offer available for vehicles ordered by 30th June 2015 and delivered by 30th September 2015 from participating Dealers. Further charges may be payable if vehicle is returned. Offers are not available in conjunction with any other offer and may be varied or withdrawn at any time. Available to 18s and over. Subject to availability. Terms and conditions apply. Finance subject to status. Accurate at time of publication. Freepost SEAT Finance.

Official fuel consumption for the SEAT Leon in mpg (litres per 100km); urban 32.5 (8.7) – 72.4 (3.9); extra-urban 49.6 (5.7) – 91.1 (3.1); combined 42.8 (6.6) – 85.6 (3.3). CO<sub>2</sub> emissions 154 – 87 g/km.

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